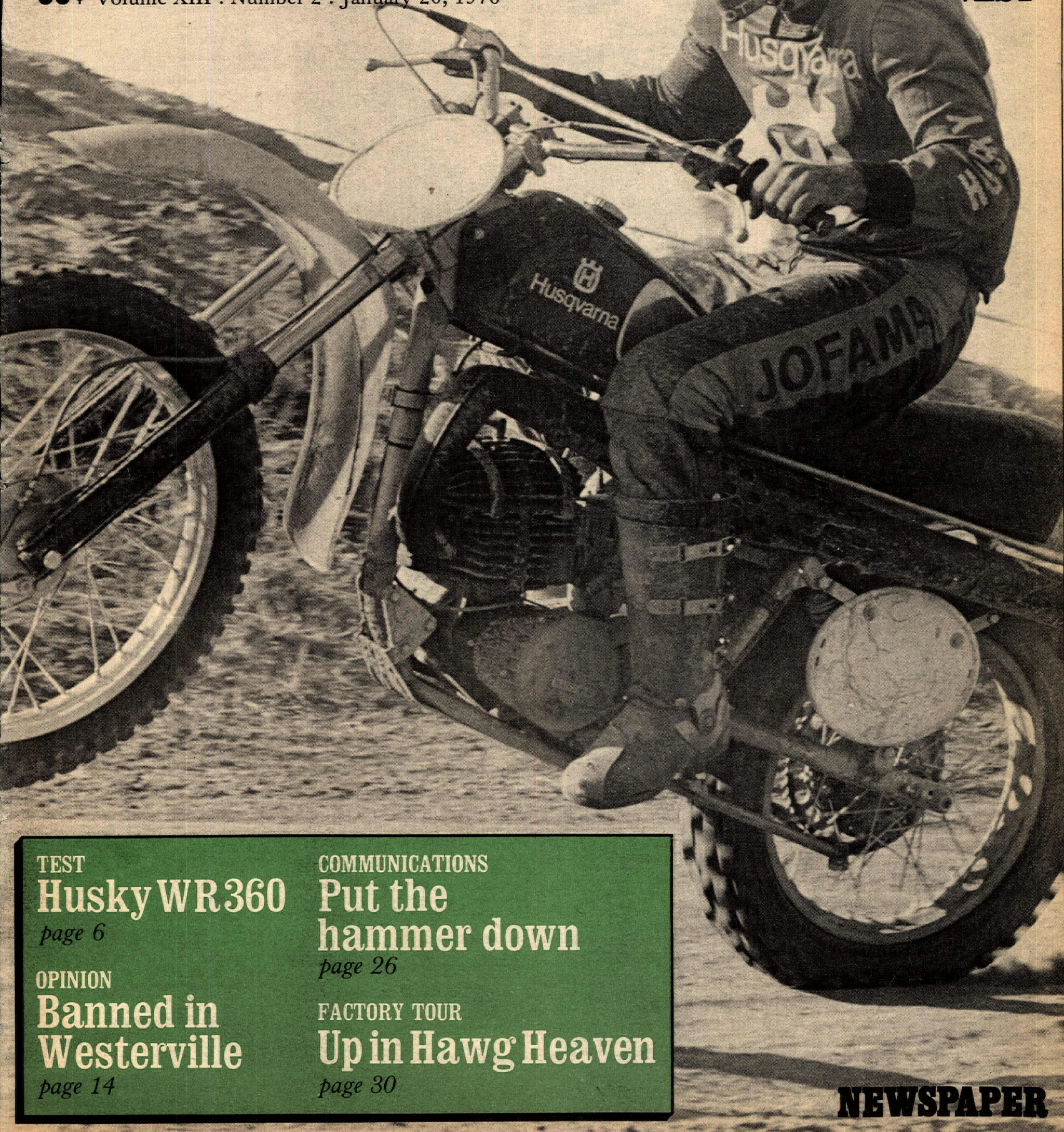


CYCLE NEWS

50¢ Volume XIII : Number 2 : January 20, 1976

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NEWSPAPER



"No kidding Marty, that is the 1976 production CR 125. Sure Honda will let you ride it, after all we painted it red just like your own bike. No, those aren't air brakes on the side. The sidepanels curve out to go around the new FMS system. We don't know when we'll release it. Say, do you know that guy over there clicking away with that funny looking cigarette pack?"

THE LATEST POOP BY PAPA WEALEY

After three rounds, Californian Pat Hennen is tied with Greg Hansford for the Marlboro International Series points lead. Teammate Phil McDonald crashed and broke both wrists in the third round of the New Zealand race series.

Doug Schwerma's latest thing is a "fubar" short tracker which saw action at Northern California's indoor circuit with Darryl Hurst up. Pix to come.

Century Ranch declared a park — defeat for L.A. area bikers? Not exactly. In a maverick flash of wisdom, the Park & Recreation Commission separated the Hope property from the movie ranch during the January 9 classification hearing, and will hold hearings on that parcel later this year. The Hope parcel has already been mentioned for possible recreation area status, and at least one advisory group has agreed that if the Century Ranch goes "park," the Hope acreage should go "recreation." Sort of quid pro quo.

Montesa has signed Hakan Andersson to ride the FIM motocross series on a 250.

Merv Wright, who was in charge of U.S. Suzuki's racing team in 1975, has returned to his native England where he will serve as Team Manager for Suzuki of Great Britain in 1976. Still in the rumor stage is a sponsorship of the Suzuki G.B. team by Texaco. Wright says his team has a schedule of 39 events lined up for the 1976 season.

More signings and not-signings: Yamaha's MX team for Nationals will be Bob Hannah, Dan Turner and Northwesterner Rick Burgett. Jim Weinert has not signed, instead is talking to Maico. Maico so far has signed John Savitski for the 250 class Nationals. Mike Hartwig will do the Florida Winternationals on a CZ.

Next week the intrepid Cycle News crew tours Texas.

The final word on Gary Scott's plans is — there is no final word. The defending Grand National Champion will definitely ride a Shell Yamaha at the Astrodome short track, and is still testing a 750 Yamaha TT bike of Shell's. Next week we should have a rundown on who's riding what for whom on the AMA championship trail.

Latest to move to leading-axle long travel forks: Bultaco, according to the British press, which showed a "Mark 9" Pursang fitted with very Maico-like ten-inchers which are all-Spanish-built.

Gianfranco Bonera, former MV Agusta works rider, will join Walter Villa on the Harley-Davidson/Aermacchi team in Euro-road racing.

The folks at Armorall called to say Papa was a bit premature in discussing their rider support plans. They've neither signed nor rejected anybody. Rather, they have proposals under consideration from Steve McLaughlin (road racer and candidate) and from a team of four dirt trackers. No decision has been reached.

The Phoenix District Multiple Use Advisory Board to the BLM met in Phoenix January 8 with precious little notice. If you want to get dialed in to their next meeting, write District Manager, 2929 W. Clarendon Ave., Phoenix, AZ 85017 and ask to get on a mailing list. It's the only way to guarantee that bikers get representation.

Something to keep an eye on: AB 15, a Sierra Club-backed bill in the current California legislature. It could actually mean something we want, too — the halt of urban sprawl into prime rural areas. Urban sprawl, even more than the Sierra Club, is the reason why we have to travel over a hundred miles from L.A. to find a place to ride.

Speedway school days are January 17-18 out at the Maely ranch near Corona. Shoeman Ken has Dubb Ferrell lined up to coach another intensive two day session on the private practice track. Call (714) 735-0540 for sign up info.

With DeCoster and Wolsink officially on 370s and Rahier on a 125 for next year's world championship rounds, it's not clear if Suzuki is going to give the 250 class a miss this year. However, word out of Britain is that the factory has asked their U.K. concessionaire to name the Suzuki 250 entry.

Mark Wheelless, hurt at Rio Bravo, is home recuperating in Austin, Tx. For friends who'd like to write him, he's at 5108 Emerald Forest Dr., Austin, Tx. 78745.

San Gabriel Valley MC has had letters and contributions from almost 1200 people, netting over \$5000 for their club legal defense fund. Referee Dennis Crawford called to get us to thank all 1200 for him.

Suzuki's National MX team at press time: Billy Grossi on a 125, Tony D: in 250 and Open classes, Steve Stackable in 250 and Open, concentrating on Open, and Danny LaPorte to ride 125 Nationals and SoCal races.

Peter Starr's award-winning "Portrait of a Champion" film will air in the Los Angeles area January 24 on Channel 7 (KABC) at 2:30 p.m. We've seen an advance screening of "Portrait," as well as advance shots of the still-brewing AMA dirt track feature; and both are beautiful pieces of work.

Texas World Speedway has announced a seven race W/ERA roadrashers' schedule beginning with a race March 28 and ending November 7.

Pat Evans with a factory Husky road race ride? Sort of — Don Vesco's building a one-off around a 360 CR engine for Pat to ride on some of the shorter circuits.

JIM GIANATSI

Trials bits — Martin Lampkin's "secret weapon" for the 1976 Euro-session will be a 370cc Bultaco. Mick Andrews is getting a longer chassis for his 360cc Yamaha, saying his current one is too short and makes too much power. Charles Coutard is back with Bultaco after overtures from Ossa and Honda.

All riders who plan to compete in qualifying events in an effort to gain a spot on the 1976 American Team for the International Six Days Trial must submit a letter of intent. Letters should state the rider's intention to ride the Six Days in Austria and should include his current address and telephone number. Letters should be sent to: Al Eames, Competition Development Manager, AMA, P.O. Box 141, Westerville, Ohio 43081. Deadline for filing a letter of intent is February 27th. In order to be considered for the U.S. ISDT Team, a rider must submit a letter of intent and register scores in three qualifying events. Riders do not have to file a letter of intent in order to ride any or all of the qualifiers, but must do so if they wish to be considered for the ISDT team.

Brad Lackey's name is one which prompts thoughts of motocross, but the international MX star recently said he wanted to broaden his horizons by racing in the Houston TT. Brad is a Junior-rated AMA dirt tracker, though, and thus is ineligible for Camel Pro Series racing.

AMA 250cc National Motocross Champion Tony DiStefano topped all professional motocrossers in the advancement point category during 1975. Advancement points are used to grade riders as Expert or Novice and the rider with the most points each year earns a seat on the AMA Professional Rules Committee. DiStefano, from Morrisville, Pennsylvania, just edged 125cc National Champion Marty Smith of San Diego for that position.

Here are the top 10 riders, in advancement points, for 1975: 1. Tony DiStefano 471; 2. Marty Smith 466; 3. Jim Weinert 395; 4. Jimmy Ellis 356; 5. Pierre Karmakers 328; 6. Kent Howerton 321; 7. Steve Stackable 311; 8. Tommy Croft 289; 9. John Savitski 281; 10. Billy Grossi 230.

A friend tipped us that the SoCal Audubon Society is on the bandwagon to save Jawbone Canyon from those horrible ORV's. They're to be addressed at their January 21 meeting by Mr. King and the BLM desert planning staff on the effects of the California Desert Plan so far. Oh, to be a mouse in the woodwork.

Penton Imports informs us that Don Cutler, Kevin LaVoie and Max Markowitz will ride Pentons in the '76 ISDT Qualifiers.

Ascot's TT National, originally set for July 24, has been rescheduled to August 7.

The "last" Triumph Trident rolled off the Norton Villiers assembly line in Small Heath, England, the week before Christmas. It was part of a 200 unit batch headed for Saudi Arabia to be used as police bikes. The Small Heath plant, which has been producing motorcycles since 1908, will begin to produce tractor parts with a staff which has been cut down from 1,500 to 270.

Australian Ginger Malloy, who many will remember as a participant in AMA and AAMRR road race events several years back, has announced his retirement.

Morbidelli, the marque ridden by Paolo Pileri to the 125cc road racing World Championship, sold 60 of their works replica bikes during the recent Milan (Italy) motorcycle show.

On the European scene Willi Bauer and Jaak Van Vethoven will campaign Penton/KTMs in 500cc GPs.

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front forks, adjustable MX seat and lots more.

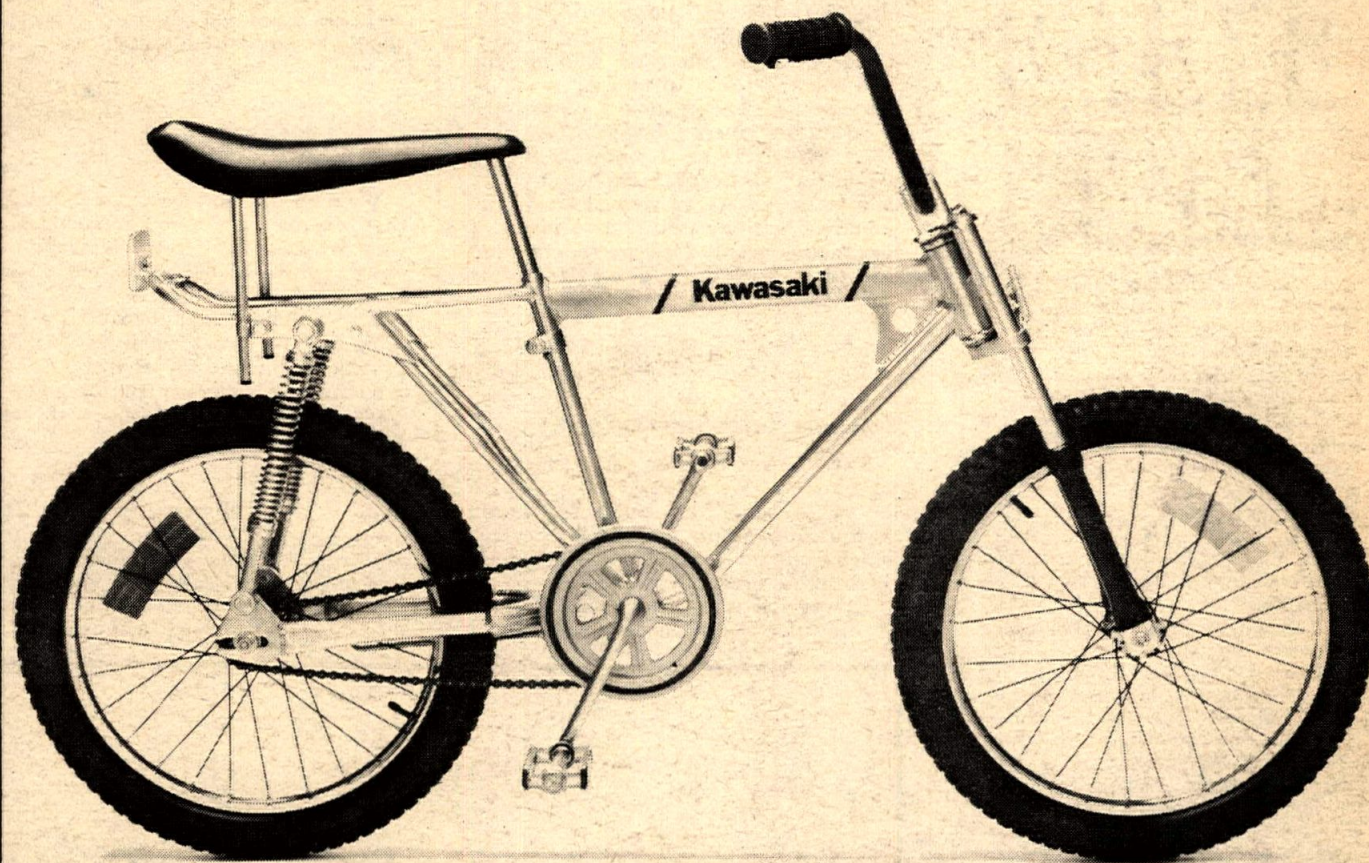
Dave Clinton has proven how tough this bike is. He powered the BX200 to the Points Championship and Number One Plate in both American and National Bicycle Associations. And that's tough.



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ON THE COVER: Husky cross country and Jim Gianatsis spend a quiet moment in spiritual lightness. Photo by Bobi Scott.

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VOICES OF THE WEST

In appreciation

It is unfortunately, impossible for us to personally acknowledge the numerous messages of sympathy and concern which have come from all across the United States. We, therefore, take this means of letting all of you know that those messages have meant a great deal to us and we are grateful.

The emptiness we feel is at least partially filled by the knowledge that our sense of loss is shared by so many.

Our deepest appreciation is extended to all who participated in the memorial race for Jim on January 4, 1976. Particularly to Billy Payne of California Moto Sport and the AME who put the race together; and of course, to all of those involved as organizers, advertisers, contributors, riders and spectators.

As Jim's father, I know that Jim would be as deeply touched by the tribute to him as we were. I know Jim would be very pleased that so many of his friends wanted to personally and directly do something for his fiance, Sue Ord, who meant so much to him.

WILLIAM WEST
So. Pasadena, Calif.

Someone reads the fine print

The "Desert Defense Fund" makes a lot of sense. We all need some help to let us continue the sport. We should encourage enduro or racing events which support the defense of people's rights in the desert.

However, your calendar carries notice of the UEA Ride on Enduro. After a

description of its location, we find "Benefit for Desert Defense Fund." Great! A benefit for Desert Defense: Send in your \$9.50 to help the cause. Bull---! The benefit contribution source appears to be solely from those who want to donate whatever their trophy would have cost. Their application contains the cute little statement: "In the event I should qualify for a trophy, I agree to forego receiving my trophy and request that the UEA donate its cost to the Legal Defense Fund on my behalf. (signed and dated).

If this is all there is, these guys (UEA) and the Ride On Enduro, especially, should be boycotted, at the least!

ED HOWELL
N. Hollywood, Calif.

Pain in the pocket

I would like an answer to a question that hits me every time I go racing. Gate fees! Why and how come? Mail and post entry, plus \$3-\$4 gate fee... isn't somebody getting shafted?

I pay the fee and then take a good look at the great facilities that are provided. Why and for what?

Perhaps you can explain this to me as well as others. Where does it stop? What's next, parking fees?

DON RYER
Huntington Beach, Calif.

Motorcycle parks and tracks are not non-profit operations and the people that own and maintain tracks are just as interested in making a buck as the

organization or club promoting the event. Remember, somebody has to pay the rent. As Joel Jamison so aptly put it, racing ain't cheap. ... Editor

It's free, it's true

When I first reviewed my recently received Draft Plan of the El Paso and Red Mountain planning units, I was so infuriated at the BLM I wanted to use their yellow book as a guillotine on their necks. Then I realized, that's exactly what they are going to do with it on the deadline for public input, January 15, except they'll use our necks.

I read through it and gathered my own thoughts and recommendations on their proposals, put it on paper, and sent it off to Riverside. It was easy.

I was trying to figure out why the BLM is so anti-ORV when I found out that the Director of Desert Planning, Neil Pfulb, has been a card carrying member of the Sierra Club since 1956, the same year I was born. I learned a lot in 19 years about motorcycles, I guess Mr. Pfulb has learned how to exterminate them.

The only way we can kill his proposals is by coming up with our own specific recommendations. If your mind can't cope with the BLM's logic, just send a letter off to the Riverside Office stating that you agree with the proposals and input from District-37.

ERNEST GIVIDAM
No. 403X
Los Angeles, Calif.

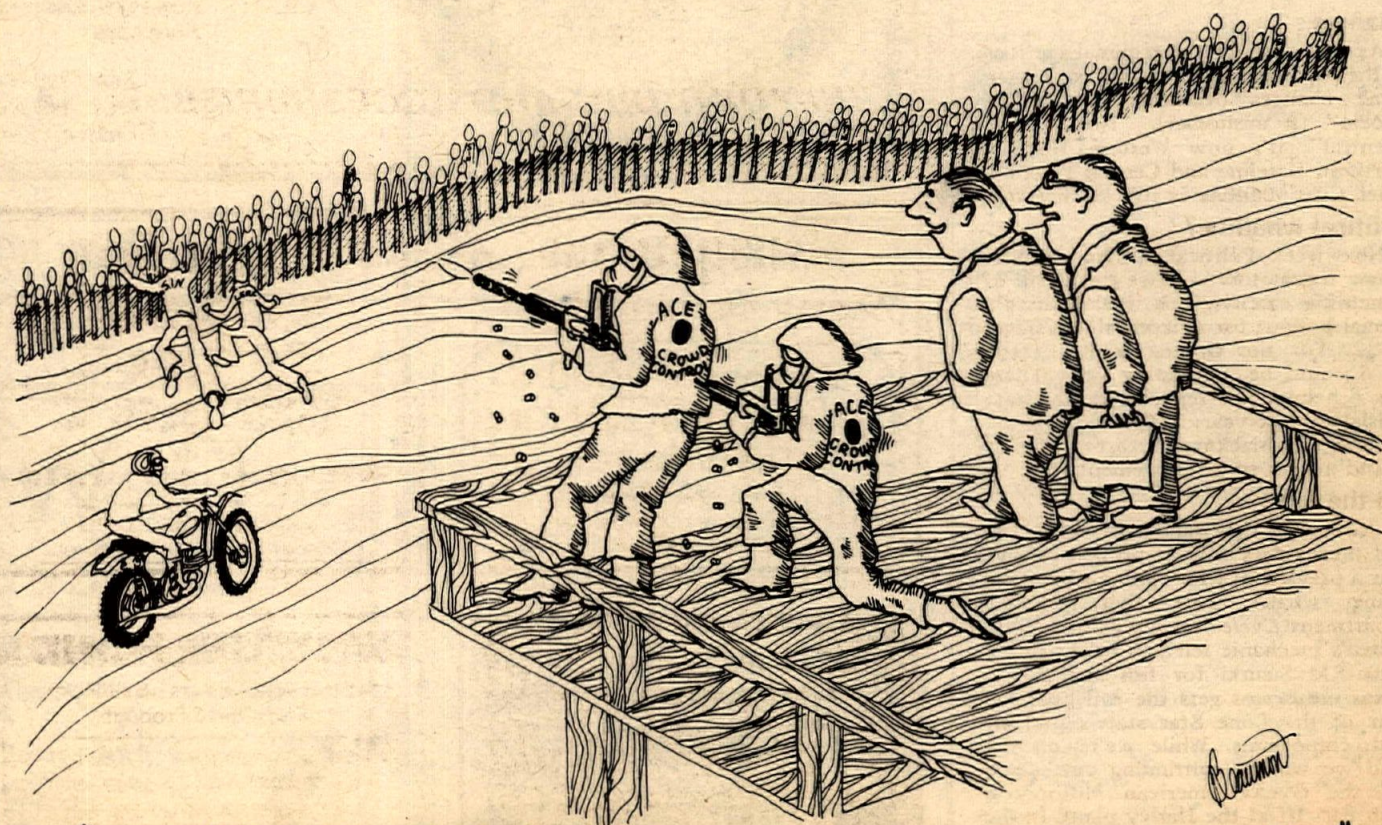
Tales of the ancient mariners

There are a few of us old timers up here in Northern California that would like to become affiliated with the Old Timers Association in Southern California. They seem to have everything together and we don't. Could you supply me with the address to contact these people?

DAVE FRANCESCHINI
P.O. Box 392
Crows Landing, Calif.

Better than that we'll supply them with your address... Editor

The views expressed in this column and other columns appearing on the following pages are solely those of the authors and do not necessarily reflect the official position of Cycle News West or Cycle News, Inc. Qualified readers wishing free and equal rebuttal space should contact the Editor.



"WELL, HARRY, LOOKS LIKE WE CAN KISS ALL OF OUR CROWD CONTROL PROBLEMS GOODBYE..."

UP SHOT

American Indoor Series openers

DETROIT, MICH., JAN. 9
INDIANAPOLIS, IND., JAN. 10

Controversy, confusion and crashes highlighted the opening rounds of the American Indoor Championship Series, leaving riders, referee, and spectators in a highly agitated state.

The AICS opened at Detroit's Cobo Hall with last year's co-champion (with Darryl Hurst) Guy McClure (Bul) getting the win after allegedly cutting the track to avoid an accident on the next to last lap. Bultao-mounted Randy Goss followed McClure to victory circle with Steve Droste (Hon) in third.

Mike Gerald, who had been shut out of the Detroit program by what he thought was poor qualification timing by the officials, romped his Yamaha to the win in the Market Square Arena round in Indianapolis. Gerald pulled such a holeshot in the final that Detroit winner Guy McClure waited on the line for the red flag although none came to his chagrin and that of other riders. Jim Rawls (PDV) and Penton-mounted Randy Carthel took the place and show positions.

Californian Frank Borba (Bul) took a second in the Indy Novice program.

Aggie's back at Ascot

Ascot Park will reopen to a 1976 season of spring car and motorcycle racing in April, with veteran organizer J.C. Agajanian as sole operator. Persuaded to return to active participation by pleas from the racing fraternity, Aggie has signed a 10-year lease on the historic half mile track.

The facility's future had hung in the balance since owner Maxwell Ziegler foreclosed on the previous leaseholder last fall.

Agajanian said his doctors have declared him completely recovered from his earlier bout with cancer. He'll start work on creating a 1976 race schedule immediately.

Changes

As you get into the regional sections of the paper this week, you'll note some name changes overhead. Instead of "Local" (a misnomer), "North" and "Central"; it's now Western Hotline, Northern Dateline and Central Pipeline. Inner City Mainline is still er-holding.

Political whatline?

Next week, Political Hotline will have a new name, too — if we can think of something catchy. This week there's a special pullout for Arizona riders, pages 10-22. For the Grand Canyon State, 1976 could be a jumping year. There was a helmet law repealer in the state legislature last year; in the wake of the Federal anti-blackmail measure, there's bound to be more movement.

On the line

Next week the Grand National teams and their riders will be probed to give you a preview of who's going where and riding what. From the technical department *Cycle News* will have Billy Grossi's mechanic tell you how to prep your RM Suzuki for fun and profit. Texas motocross gets the evil eye in a tour of the Lone Star state's premier moto-emporiums. While we're on the road we will be continuing our search for the Great American Motorcycle with Part III at the Harley plant. In the continuing saga of the MX feline, Motocross Cat gets mistaken for a famous movie star.



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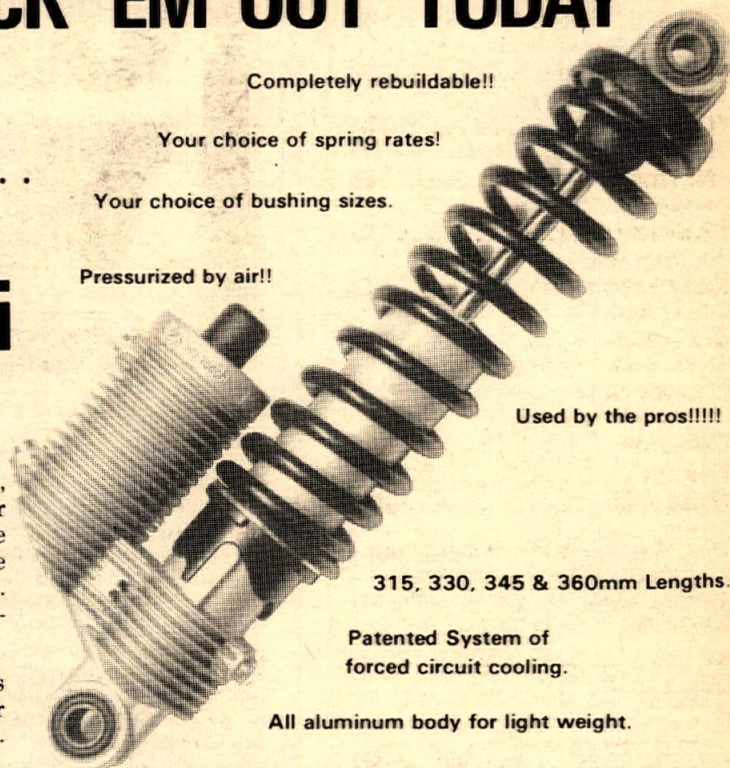
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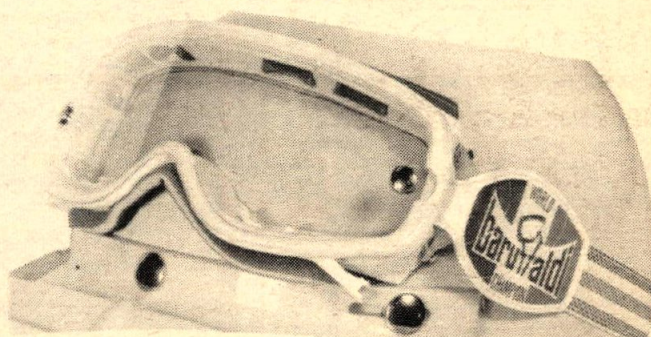
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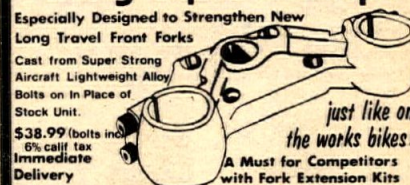
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360 WR HUSQVARNA RIDING IMPRESSION

By Dale Brown

There are a few things that should be known about Husqvarna's new 360 WR cross country/enduro bike: it's fast, light, handles well

and is terribly expensive. Do first three items justify the fourth? For what it's worth, every person who rode the WR 360 liked it. Most loved it. A few didn't even want to go back to their old mounts.

When we first received the Husky, the first impression we got was that it was jetted so rich that we couldn't get the bike to clean out. A 125 would have blown its doors off. But fortunately for us, a famous Eastern free-lance writer familiar with Huskys (he owns a 360) heard of our problems and helped us out. He simply whicked off the air clean cover and the bike ran much better. It was still jetted a little too rich on the bottom end, but the bike would pull the front end up in the first four gears, even with the rider seated in a forward position. The culprit was a little metal flange across the air opening. Probably designed to fend off water, it succeeded in choking off the engine. We put a hammer to ours, drilling a lot of holes in yours would look more sanitary. A little duct tape may be necessary to keep water thrown up by the rear wheel away from the airbox should you remove the offending piece of metal.

With free breathing restored, our riders blasted off into the waste and

came back with the same comment: "Boy it sure goes straight." Not one of the riders, ranging from Amateurs to Experts, could get the 360 to hop sideways. They could hit the worst garbage whoops straight on and come out straight with nary a hop in between.

The Husky wasn't a sit-down hang on bike like a monoshocker, but much more precise.

To get this kind of performance through the whoops, power must be kept on. Don't ever think of backing off the throttle in a section of whoopdies. Use the brakes, but keep the engine powering over the bumps. If you should back off the throttle, the bike won't go sideways, but it will do a severe imitation of a berserk hobby horse. Part of this behavior can be traced to the springs. The gas Girlings are stiff for the first four or five miles, then they heat up and work well over the garbage. But when slowing down in the midst of a gnarly sandwash, or setting up for a turn they are too stiff. Progressive springs might be one answer. The factory-sponsored Husky desert riders like Mitch Mayes and Larry Roeseler use five-inch travel Curnutts on their WR 360s. Otherwise, the Girlings never gave a moment of trouble.

It is at the other end that the Husky

really shines over its most popular competition, the Yamaha 400 Monoshock. Husky's home-grown forks offer 7.5 inches of precise, well-damped travel. A rider can easily loft the front end over ditches and still have it stick like glue and stay accurate during turns. We could detect no presence of front end flex. The bike can turn under almost anything in the desert.

Riders are not always going wide open, sometimes they may be found picking their way up rocky hillsides, or through canyons where the boulders may not be as far apart as the footpegs are wide. The Husky was a delight in these sections. Enduro riders may take notes here. The WR features a good low first gear, light weight (claimed 212 dry) and low center of gravity. Just stick it in first, point it where you want to go and go. There are no sudden surges in the power band, but remember there are 360ccs at the other end of the throttle. The reed-valved motor will not load up on you. Should you have to pick up your feet in order to get between things, and the footpegs get pulled back, don't worry about it for this year they're spring loaded. Unlike some past Husqvarna efforts, the pegs grip the boot well.

The 360 WR produces enough usable horsepower for any rider. It pulls well at low RPMs, then revs to its peak without any big, unexpected power jumps. A nice even power band. Some people might want to put a CR motocross pipe on the bike because it's lighter, but we urge you not to. The stock pipe, which is double-walled and comes with a fine Skyway silencer/spark arrestor, makes the bike nice and quiet without stifling power. When a Mono or a CZ was

nearby, the Husky could barely be heard. In the next year, that's going to get critical — especially in the National Forests.

This year Husky pulled a switch in carburetion. The WR comes with a 38mm Gurtner. Made in France, which looks suspiciously like a Bing, and works just fine. Unlike the Bing, it comes with a choke for aiding cold weather starting. Spending some time with the jetting will make the Husky perform crisply and should also make the bike start a little easier. The WR is not an easy starter, at best.

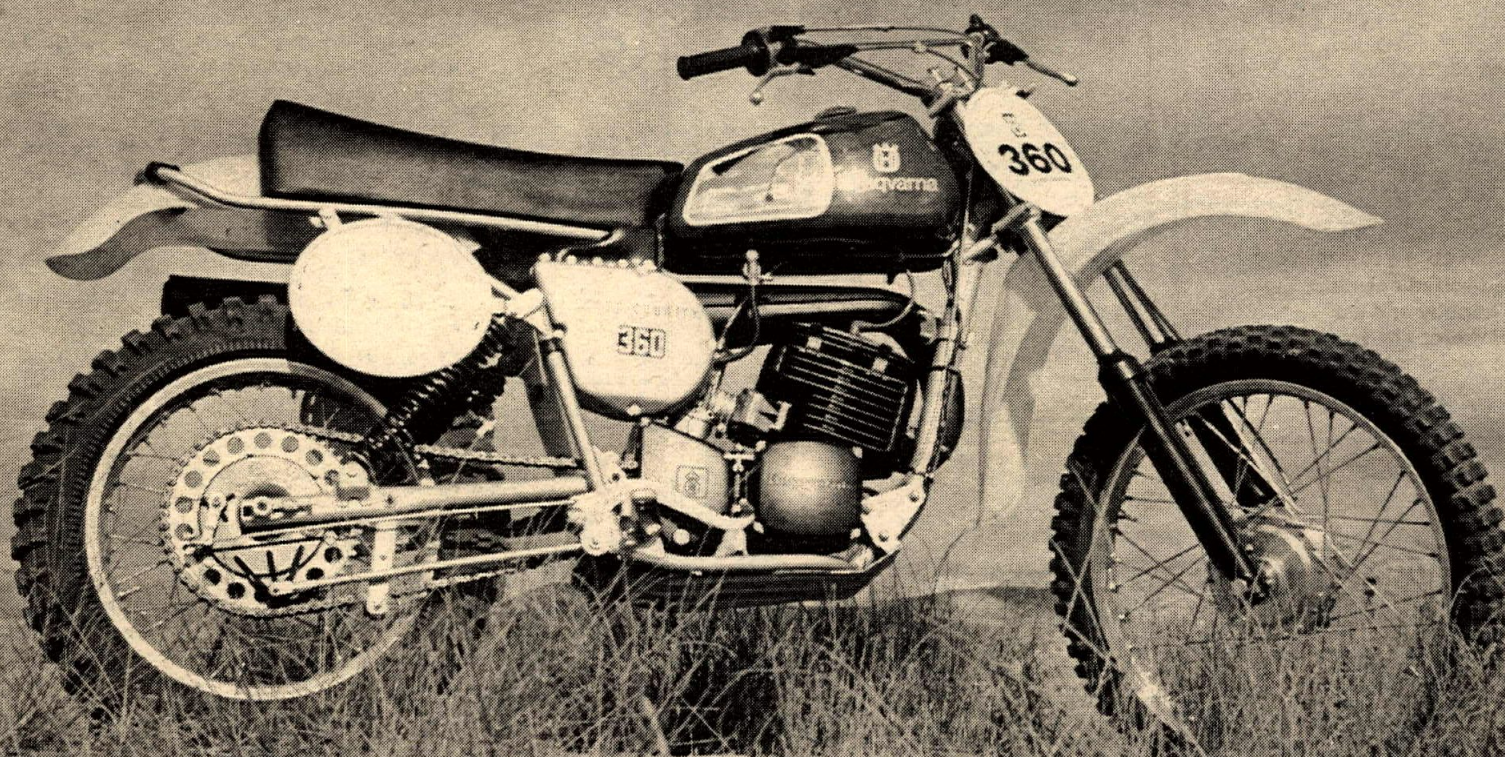
Part of the problem lies in the kickstarter itself. It's located high on the engine, and is awkward to kick. When the bike was cold we usually just pushed it down a convenient hill and bump started it. When warm, it would usually start within four kicks.

But a successful desert bomb run demands a first-kick start. First kick starts will most likely be a result of clean jetting and developing a strong, educated left leg. Also, take a tip from Husky rider Rolf Tibblin who shortened the lever. That way, at the bottom of the stroke, your foot will be in a position to slam the gearbox into first and get underway in less time. Seconds lost on the start line are hard to make up. For a bike that carries a \$1950 suggested retail price tag, starting should be a lot easier.

Odds 'n ends

The Husky comes loaded with quality items. Magura controls, including the dog-leg levers, are neat. Barum knobbies are the industry standard. The 4.75 X 18 rear tire was ridden ten miles flat without doing any damage to the casing

KING OF THE COUNTRY



or the rim. In addition, Barum features an extended shoulder to help the mudless Akront cope with rocks. Some riders would have preferred something a little wider than the 3.00/3.20 X 21 tire up front, but other riders will like the precision a narrow tire offers. The front Akront demanded spoke tightening after every ride and still managed to develop a couple of flat spots.

The magenta three-gallon tank will provide enough fuel for about 60 miles and it doesn't interfere with the rider. The kickstand is just about useless unless there is flat ground with no wind where you're parking.

Riding position was fine and all controls were comfortably at hand. The WR shifts as well or better than a Yamaha. There is noticeable vibration. Despite the rich jetting, we never fouled a plug. A fine Twin Air filter comes standard.

To sum it all up, we all cried when it had to be returned. There is no doubt the Husky cost a lot to be produced. What with the heat-treated chrome-moly frame, gas shocks, magnesium engine and light plastic fenders. It is the finest Open class cross country racer available. But therein lies the rub: With a price tag of over two grand out the door, how available will it be for most of us? For a Beginner or Novice, it would be a waste of money. The bike is for the Expert who wants to win so bad his teeth hurt and he has the ability to do it. The Husky is a bargain for such a rider. But for the rest of us, unless some have money to burn, its extravagance that borders on ridiculous.

Specifications

ENGINE

Single cylinder two-stroke

Displacement 354cc

Bore/Stroke 82mm x 67mm

Compression ratio 10.5

TRANSMISSION

Clutch: 6-disc light alloy

Ratios 1st 25.1, 2nd 18.2, 3rd 13.8

4th 11.1, 5th 8.9, 6th 7.2

CARBURETOR

38mm Gurnter, central float chamber with choke

ELECTRICAL

Motoplant w/lighting coil

FRAME

Heat-treated chrome-moly tubing

SUSPENSION

Front: Husqvarna telescopic forks,
7.5-inch travel

Rear: Cantilevered, gas-charged Gurlings,
7.5-inch travel.

DIMENSIONS

Length 83"

Height 44"

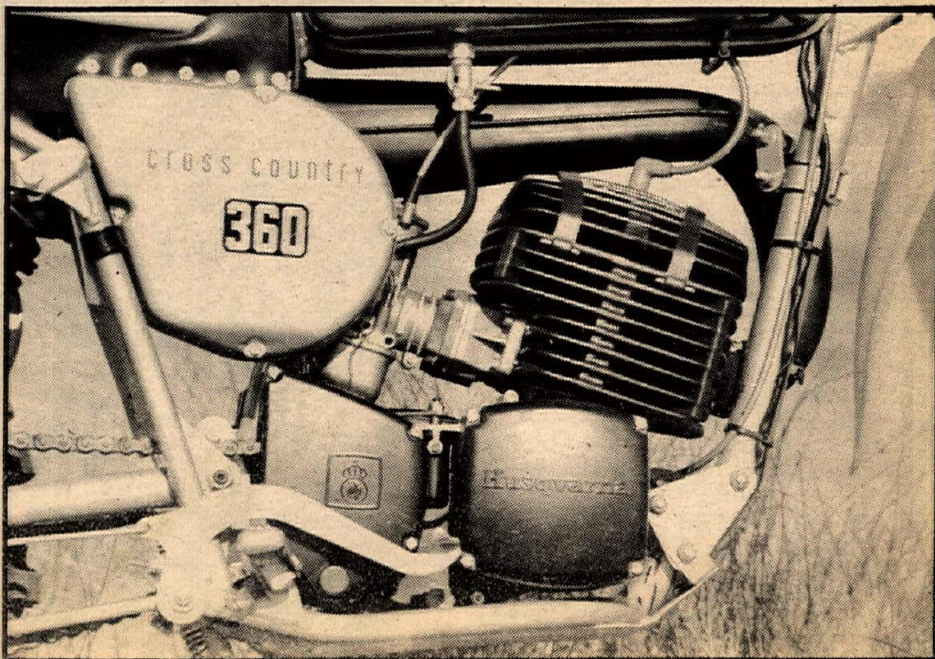
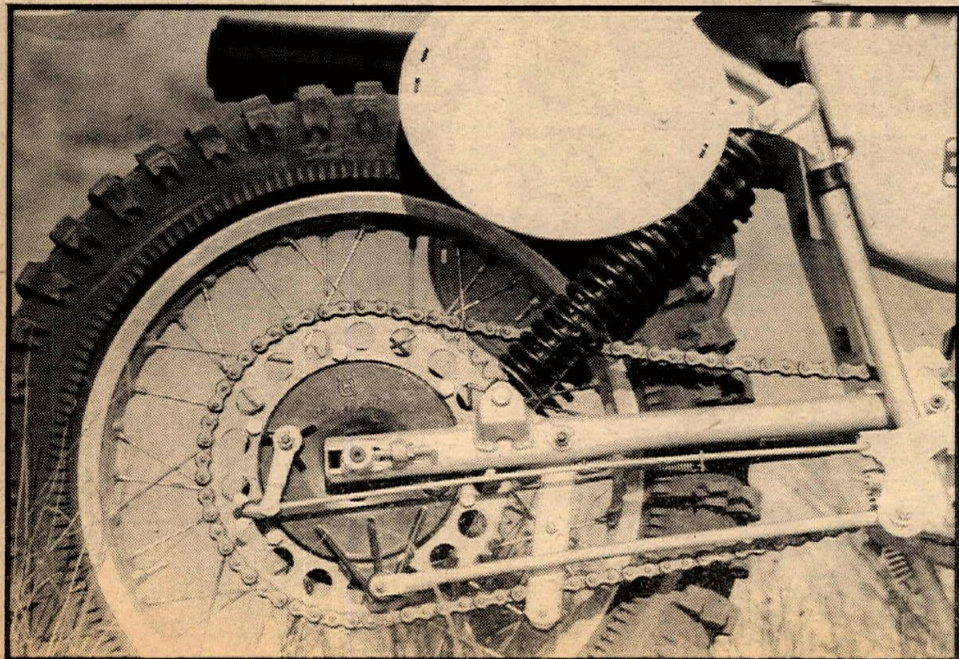
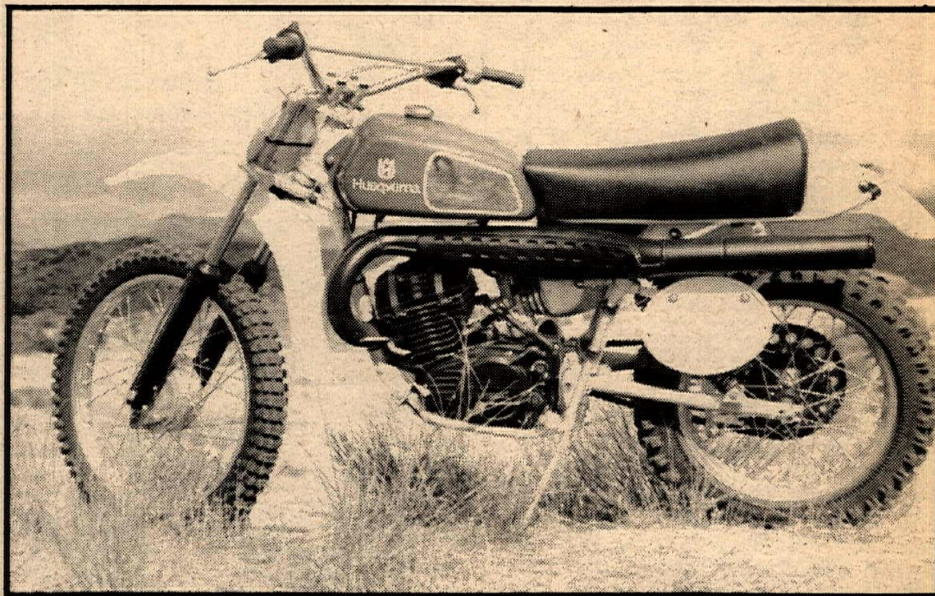
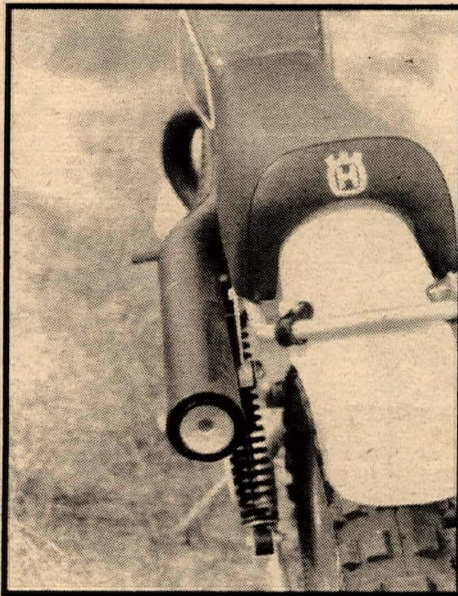
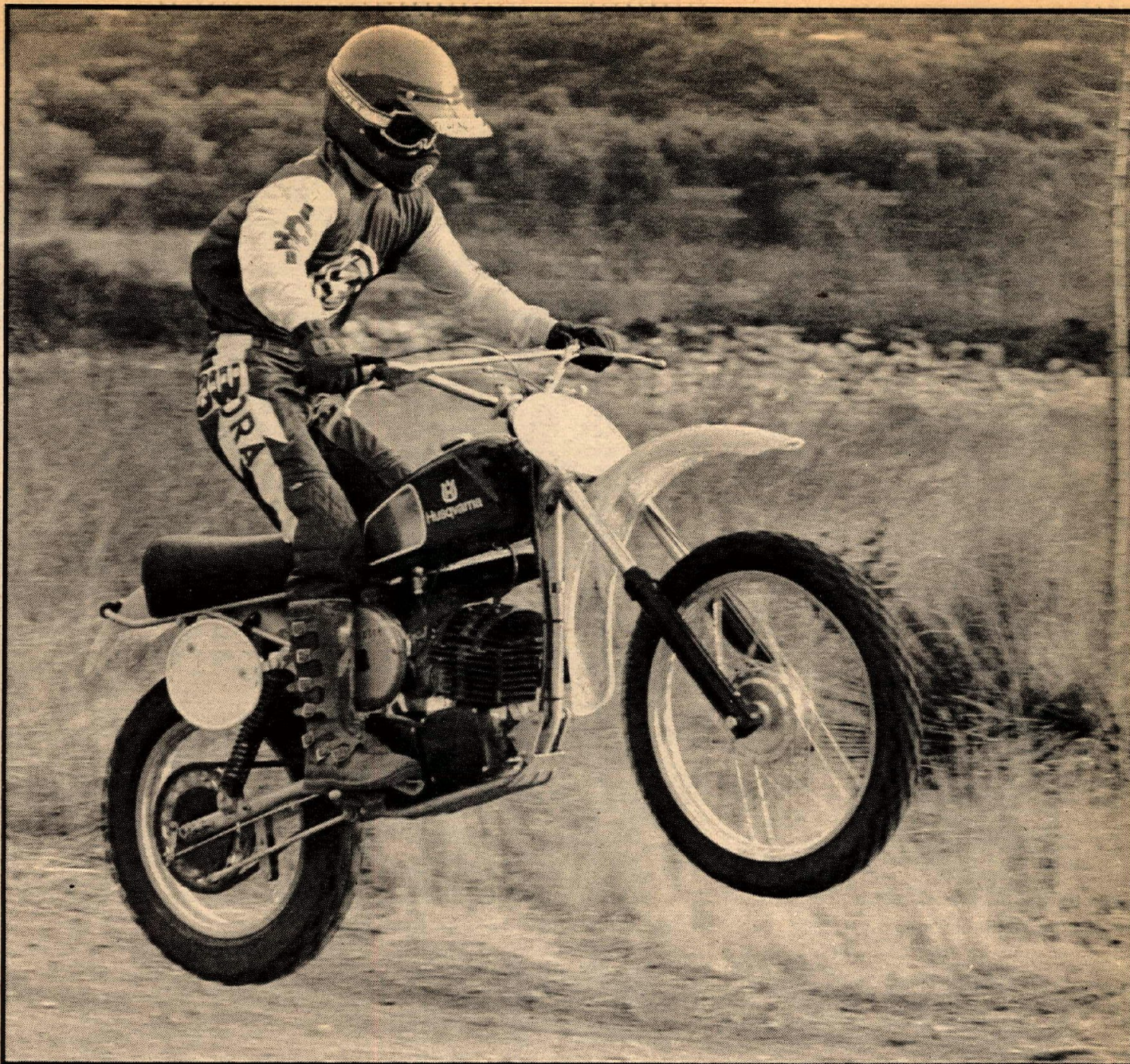
Ground clearance 10"

Wheelbase 56"

Weight (claimed) approx. 212 lbs.

Suggested retail price \$1950

From the tip of the quiet pipe to the overall good looks to the low slung magnesium reed-valved engine to the sturdy Barum knobby and gas Gurlings, it's all there. The Husky comes ready to race. Ready to win.



Western hotline



MIKE YADA

Gary Semics elliptical bermshots brought him to the edge of the world and 250 victory stand.

Tripes tries again

By Mike Yada

CARLSBAD, CAL., JAN. 11

Gary Semics brought a pair of Kawasakis to CMC's first Carlsbad race of the year, but could only muster up a 250 Pro win, as Marty Tripes came on to show the way in the 500 Pro class on his Bultaco. John Tessitore put on an excellent show in the 125 Pro class, topping Dave Carlson after the Franda blew a nice hole through the cases.

Marty Tripes, grabbing the holeshot in the first 500 Pro moto, led Gary Semics, Val Tamietti (Mai), and Wayne Boyer (CZ) all the way to the finish. Semics lost his big green machine's pipe halfway through the moto and Tamietti threw a chain, allowing Boyer to take over second. Tim Lunde (Mai) worked his way up to Boyer on the last lap, forcing him into the fence over the dropoff and captured second at the finish. The second moto looked much like the first. Tripes won by nearly the same margin he had worked on in the first moto, rewarding him with top cash, followed in the overall by Wayne Boyer, Tim Lunde, and David Gerig.

Clark Jones' lead on the 250 Pro pack didn't last long as the ignition on his Maico fizzed out, allowing Dave Carlson (Mai) to get by, with Val Tamietti (Mai) hot on his heels. Carlson soon ran into bad luck, and took a tumble over the little dropoff enroute to the uphill, letting Tamietti by for top spot. Gary Semics had caught and passed every rider in sight, except for Dale Anderson and Val Tamietti. Semics made a quick move around Anderson, but Tamietti was too far ahead to catch.

Moto two got underway with Anderson out front, Tamietti and Semics close behind. Tamietti whizzed past Anderson around the "ledge" and Semics followed suit, zapping Anderson out of the hairpin corner. Semics decided to make his move, taking the lead in the backsection, he worked up a well-spaced lead, edging out Tamietti for the overall with the final moto win.

Renewal around Elsinore

By Lane Campbell

ELSINORE, CAL., JAN 4

With two of the three tracks in the area under new management,

there's a sense of new beginnings (and old problems) in the valley between Elsinore and Perris. Rawhide Park, open again, hosted the first D-37 points motocross of the season, while Perris Raceway threw a non-points scrambles, much to the chagrin of Fortunes and the people who did make it to Elsinore Raceway for the first district points scrambles.

Two riders at Rawhide striking the classic "Don't look back . . ." pose.



LANE CAMPBELL

Jeff Foland, CMC 500 Pro winner.

'76 CMC Opener at Saddleback

By Joel Jamieson

ORANGE, CAL., JAN. 4

Sporting their '76 CMC numbers, Davy Carlson, Marty Moates and Jeff Foland all put together wins today with Carlson taking 125 Pro cash, Moates collecting the 250 win and Foland out-riding the 500 Pros.

Davy Carlson, in his third race aboard the Franks machine, led off the first 125 Pro moto followed by three DG Performance riders, Jim Doman, Gary Denton and Broc Glover. Right away a battle develops between Carlson and Doman for first while DG fasties Denton and Glover go at it for second. Doman takes control of first with Carlson going to second. While all this is happening, Mark Tyer, also of the DG crew, has moved up to fourth, and keeps on moving up to first. Glover's clutch problems and Denton's snapped chain put them out for the moto.

The second moto is off with DG Performance helmets in the top four spots. The order read: Williams, Glover, Doman, and Tyer. Carlson tucks into fourth on the opening laps while Williams and Glover wage a battle for first. The battle comes to an end with Williams out. Glover now has a big lead



JOEL JAMIESON



JOEL JAMIESON

Gaylon Mosier (33) and Jon Derhammer in a moment of Wheelsmith glory.

ahead of Carlson, who is on the move again. Both Tyer and Doman drop which allows PK Products racer Dave Taylor to take third.

The 500 Pro race was a two-moto fight between KTM ace Jeff Foland and factory Suzuki racer Gary Ogden. Joe Johnston led the early stages of the first moto before falling prey to the Ogden/Foland dual. The top two opened up a large lead at the end of the race with Ogden and Foland unchanged at the checkered. Val Tamiotti viewed the battle from a distant third.

Mike Bell, on a trick 4-stroke Honda, pulled the troops out of the gate to start moto two, Ogden and Tami right behind. Foland is cutting his way up front and soon it's another Ogden/Foland race with Bell hanging on to third. Ogden can't hold Foland this time and the KTM pilot takes the lead. Ogden is having a tough time holding Bell's Honda but manages to keep second till the end. Foland takes first overall cash followed by: Ogden, Tami, and Bell in the final results.

Results in Results Section.

CRC ends '75 at De Anza

By Gus

SUNNYMEAD, CAL., DEC. 28

Morgan Malocco gave the desert sand a rest today, and took home top cash in the Open Pro class at DeAnza. With all the Pros running together the only rider to stay with Malocco was Keith Patten. Both motos were instant replays. Malocco got the holeshot with Patten hot on his heels throughout. Patten fell on the last lap of the last moto, but remounted before being passed. Patten took home top cash in the 250 class, while Vince Vanhook took top honors in the 125 class, leading both motos wire to wire.

Keith Wisegarver put together three moto wins to take home the top spot in the Open Beginner class and John Buxton stayed close enough to grab second. Henry Clifton put it all together in the final two motos for third.

The 125 Novice class continues to offer some of the best racing at DeAnza including regulars and newcomers. Danny McDougal cleaned house in the first moto, with occasional threats from Rich Shroyer. Behind the two, David Dieterle grabbed third and Danny Burt worked his way from last to fourth. In the second moto McDougal and Shroyer battled for top spot with Shroyer taking the win. In the final moto McDougal fell and could only move up to fourth at the finish. Shroyer went on to win the moto and overall in the class. McDougal still

received second overall and Danny Burt third.

Results in Results Section.

Movin' right along: Saddleback AMC MX

By Danny Raymond

ORANGE, CAL., DEC. 14

FMF's Warren Reid clearly ran away with today's 125 Expert racing. Maico mounted Tim Battenschlag put it to the 250 Experts by sweeping up with a 1-1 score.

At the start of the 250 Expert John Petty (Mai) was in front, and doing a fine job, until the last few laps when he was passed by Battenschlag (Mai). Before the moto ended Scott Miller (Mai) moved into third and Steve Montaque (Mai) pulled into fourth. In the second moto Petty shot into the lead but was again overtaken by Battenschlag. Steve Montaque, Jeff Szueber (Yam) and Kevin Crawford were keeping the leaders in sight. Greg Youngblood jammed it wide open, trying to make up for a poor start, and moved into a strong fourth putting Montaque down to fifth.

Warren Reid's (Hon) closest 125 Expert competition came from D&G's Bob Welch, who pretty easily locked up second. Tag Turner rode a consistent third despite losing his pipe in the first moto.

Results in Results Section.

Break away at Saddleback with AMC

By Danny Raymond

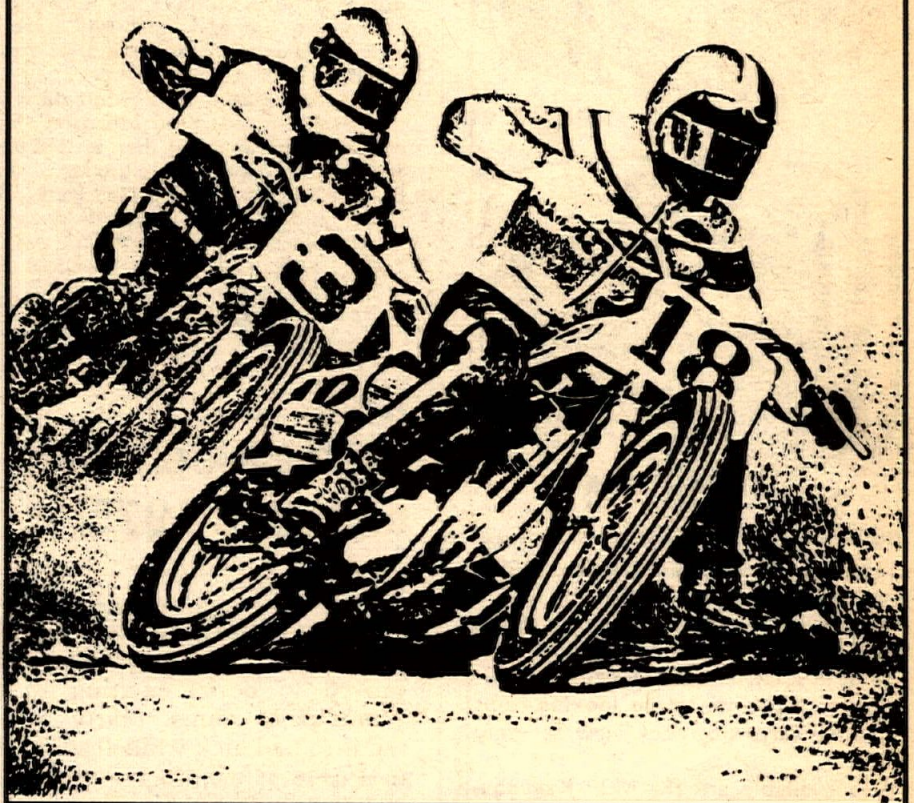
ORANGE, CAL., DEC. 28

David Williams (FMF) took the 125 Expert win, but only after Dave Eropkin (PK) was shut out of the second moto with bike problems. John Petty came through with the 250 Expert win, thanks to bike problems of D&G's Mark Tyer (Yam) and David Williams (Suz). Gaylon Mosier held off Jon Derhammer long enough to sweep the Open Expert class.

During the first moto of 125 Experts, Eropkin was in front with the holeshot, Dave Williams (FMF), Steve Schillings (Hon) and Bob Welch (D&G) were hot

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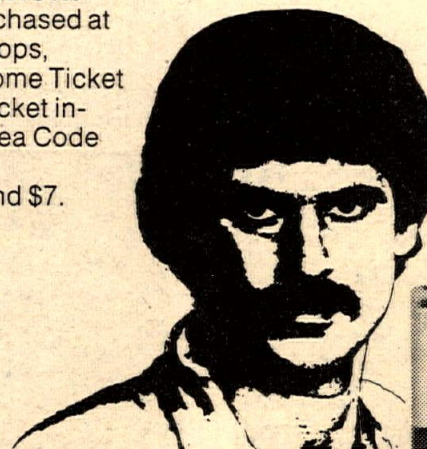
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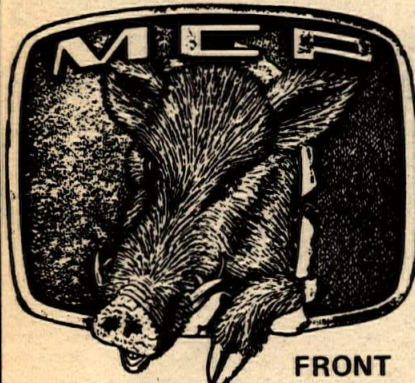
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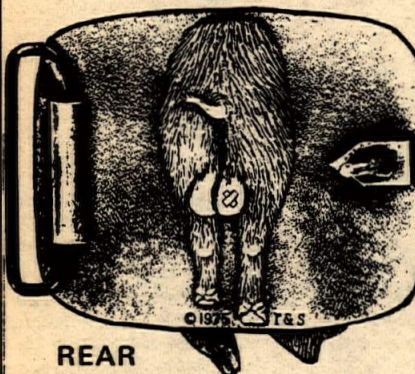
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Western hotline

on his tail. Eropkin was doing a good job pulling away from Williams, and Williams was pulling away from the pack. Paul Shones (FMF) moved into third with Welch holding onto fourth.

In the second moto Eropkin again rocketed into the lead with Williams in pursuit, Scot Clifton (Hon) running third. It looked like Eropkin had locked up the overall, but during the closing laps he dropped out, giving the win to Williams. Clifton finished second with Bob Welch following in third.

D&G's Yamaha mounted Mark Tier grabbed the start of the first 250 Expert moto only to be passed by David Williams (Suz). Bad luck hit Williams though as the Suzy threw its chain and called it quits. John Petty moved his Maico into second and Jeff Szeuber rode another impressive moto to finish third.

For some reason Tier didn't show for the second moto. Brad Morrison (Mai) led for a few laps and then settled back into the pack, allowing Tim Battenschlag to pull into the lead. John Petty and Kevin Crawford swapped second place back and forth for awhile, Petty finally pulled away for second at the finish.

Results in Results Section.

Reid, Tripes & Jennings end CMC 1975

By Mike Yada

CARLSBAD, CAL., DEC. 28

The final CMC race of 1975 proved to be as exciting as the year's past events. Marty Smith ran into bad luck while leading the final moto of the 125 Pro class, giving up the win to FMF's Warren Reid. Marty Tripes invaded CMC with his stand-up style and took the 250 Pro class win with a last-lap rush to get by Robert Elliot and spoiled the Suzuki rider's recent hot-streak. Meanwhile, Jeff Jennings has also acquired a new ride and put a smile on Suzuki's face by sweeping the 500 Pro class.

Four Suzukis came around the first turn together, as Robert Elliot, Jeff Jennings, Gary Ogden, and Ron Turner led the pack in the opening lap of the first 250 Pro moto. Marty Tripes (Bul) got around Turner in the second corner to break up the Suzuki monopoly. Turner dropped out when teammate Danny LaPorte landed on Ron going up the uphill banking, ending their short dice.

Jeff Jennings RM began to run a bit sour, as he had to DNF due to a speck of dirt lodged in the RM's carb. That

Chuck Rouse, smooth and consistent.



PHOTOS BY MIKE YADA

Little Jeff Ward moved berms on his way to first 100 Expert.

allowed Tripes to break away after getting by quick running Ogden. Elliot pulled out a big lead over Tripes, as Marty toured the track in his casual style.

Danny LaPorte opened the doors for the second moto, leading Chuck Lunde (Mai) and Tripes. Elliot got off to a poor start, while Tripes put pressure on LaPorte after getting by Lunde on the second lap. LaPorte was able to hold off the Bultaco ace for a few laps, but Tripes soon shot past him in the back section.

Elliot quickly broke into the top ten and began to pick off riders right and left until he found himself in second. Tripes waved Elliot by but Marty stayed close behind, waiting out the outcome. Elliot couldn't break away, as Tripes stayed right on his fender through out the moto. It all boiled down to the final lap.

Tripes tried to move past Elliot around the Wall, but Elliot shut him out of the next corner. Elliot had the gas on hard, as Tripes made another attempt at the lead, this time getting by at the top of the uphill. Bob Wharton (Hus) rode consistently all day, coming out with third overall for his efforts. Mark Rodman (Yam) stayed ahead of Dale Anderson (Suz) to take fourth. Both Gary Ogden and Danny LaPorte ran into bad luck in the final moto, making it a somewhat bad day for Suzuki.

Muff misshifts while Rouse cleans house

By Mike Yada

CARLSBAD, CAL., JAN. 4

Beautiful blue California skies welcomed the AMC riders to a brand new year as Craig Adams, Chuck Rouse, and Gerald Stewart raked in the first Pro wins of the AMC season at Carlsbad. The moonscape uphill put a lid on the lap times, but the rest of the track stayed moist from an overnight soaking.

The Pro classes all took off in moto one, with the 250s getting off the first gate, while the combined class of 500s/125s went off on the second. Cycle Stop's Jeff Szeuber put his Mono out front in the opening lap of the first moto, but DNF'd only two laps into the race. Kevin Crawford (Bul) took up the lead from there, with Tim Daily (Bul) and Chuck Rouse (Hus) in hot pursuit.

Meanwhile, the 500s and 125s got out of the box with Craig Adams (KTM) dialing in the lead and Jack Hazard (Suz), Dana Nelson (Yam) and Gerald Stewart (Yam) cruised close behind. Greg Blackwell (Hus) was well ahead of the rest of the 500s, since he took off in the wrong gate.

Blackwell soon got around Crawford

and Rouse to run away with the first moto win, but was deducted a full lap for the slight offense. That left Rouse in full command of the 250 class, while Craig Adams shot away from Hazard to nail down the 500 win. Nelson held off Stewart for more than half the moto, until Stewart finally got by.

Steve "Muff" Montague (Mai) got off to a rotten start, wringing out his big 250 Maico in neutral on the line. Montague worked rapidly through traffic to finally end up second behind Rouse at the first moto's finish.

The second moto started much like the first, only this time, Montague got off in third behind Szeuber and John Hildreth (Yam). Szeuber let off slightly letting Muff by on the fifth lap. Rouse started in seventh spot, but soon moved up on Szeuber for second, getting him on the sixth lap at the top of the uphill.

Rouse steadily worked towards Montague, putting pressure on the Maico rider for top spot. Chuck made his move on the eighth lap over the dropoff. Rouse cranked it on around the finish corner, shutting out Montague from the fast line. From there, it was pull-away time for Chuck, as he put a straightaway lead on Montague.

Greg Blackwell led the 500 Pros for most of the second moto until he hit the fence in a three-bike crash which began as a chain toss from Szeuber. Craig Adams inherited the lead, and was never challenged. Jack Hazard took second overall, while Allen Hunter (CZ) took third. Dana Nelson had pulled away from Stewart, but a costly slide-out in the score tower chute gave the win away to Stewart in the 125 Pro class.

Results in Results Section.

Nine down, one to go at Canyon Raceway

By Larry Owen

PHOENIX, AZ., DEC. 28

Sunday was the ninth running of the "Super Ten" series at Canyon and it's getting down to the nitty gritty for the leaders. Approximately 225 racers competed in all classes.

The action started with the 100 Amateurs/Novices on a split start. Mark Miller (Suz) fought it out with Steve Yarbrough (Yam) through the first moto. Yarbrough took first overall in the Amateur and Bobby Lakey (Suz) took first Novice.

125 Expert, Jimmy Wright (Hon), battled it out with Chappy Blose (Hon), but Chappy prevailed for his first overall in the Expert class since moving up several weeks ago.

John Walker (KTM) taught the 250 Novices how to win after his first lesson by local Experts Chuck Lampe and Gary Hickerson at their Motocross School last weekend.

250 Expert Mark Mayo (Kaw) did some brilliant riding on his new cycle Santa brought. He grabbed the holeshot in both motos, but a tank slapper in the first moto made him have to fight all the way up from last to regain second. T.J. Warren (Mon), who has really started to come back after badly breaking his leg during the summer, was leading both motos till his bike quit in the same place, same lap each moto and ended the day with a sixth overall. Mayo ended up with his first overall win in the Pro class.

Results in Results Section.

Jones blows pros off for two overalls

By Mona Owen

PHOENIX, ARIZ., DEC. 14

High winds and chilly temperatures didn't cool off Roger Jones' (C-A) and (KTM) hot streak Sunday as he blew into first overall in the Open and 250 Expert classes at Canyon Raceway.

Nineteen 125 Amateurs got off the line. Scott Andrist (Hon) aced it, Robbie Hunter (Yam) was second and Corky Pond (Hon) was pushing hard for third. As Hunter and Andrist approached Suicide Jump Andrist had a slight edge, but Hunter launched his Mono skyward, sailed into the lead, and held it to the checkered.

The second moto of the 125 Amateurs was a real surprise. Larry

Owen (Hon) grabbed the hole shot and Hunter, not pacified with second, took the inside line as they approached the long back straightaway. The Mono had the power edge as they approached the uphill in front of the tower, but Owen pulled him up the long hill and regained the lead. The race for third and fourth was tight between Andrist and Pond as they passed the score tower heading for the back sweeper. Pond was closing the gap when Andrist went high outside letting Pond slip inside. Owen was still in the lead with Hunter closing fast. Owen landed at the bottom of Suicide Hill, taking the high outside berm on a sharp left-hand turn, and Hunter cut under him to regain first momentarily. As they pulled up the hill, Hunter started a tank slapper and Owen blew by for first again, only to bobble and relinquish the lead to Pond and Andrist. That's the way first and second finished, with Owen in third and Gary Dircks (Yam) in fourth. Robbie Hunter was disqualified and Pond took first overall.

Minis were out in force, along with good representation in all other classes and a special feature race of bike dealers and distributors trying their hand at motocross. Bret Muldner (CZ) of C & V Cycle was the overall winner.

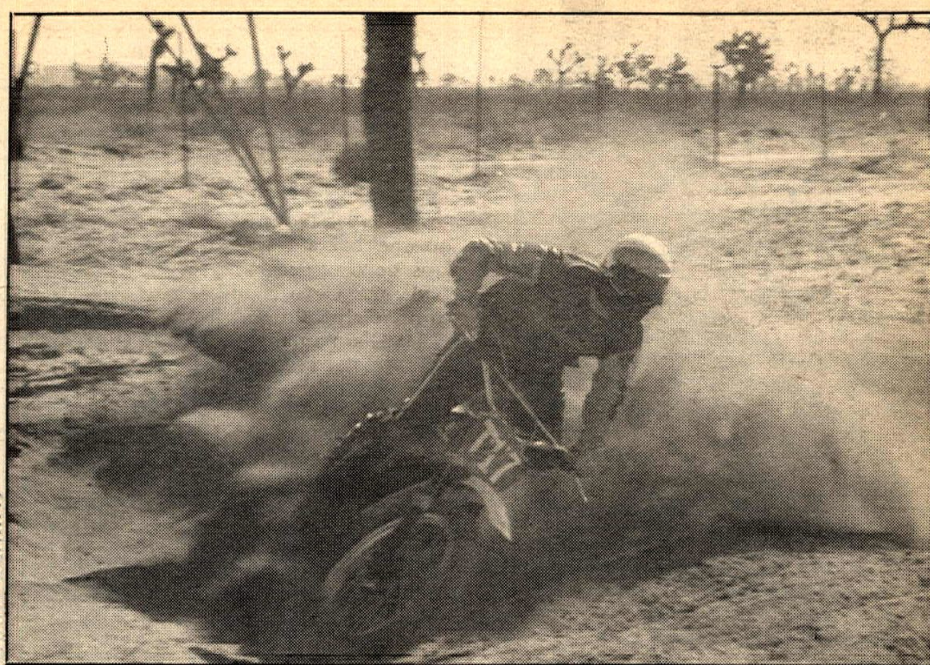
Results in Results Section.

Experts cash in at 395 MX

By Phil Carpenter

ADELANTO, CAL., DEC. 28

John Lovett's Bultaco roared through heavy competition for three wins and the 250 Novice trophy. John also stood his winning steed on the rear wheel for



LARRY CONWAY

250 Novice Steve Scalzo sifts through the sand at 395 MX.

1300 feet at intermission to capture the wheelie contest.

Don Simonian (Kaw) creamed his competition with three firsts for 50% of the 250 Expert class payback. Tim Abernathy and Joel Stankavoch shared the remaining spoils. Karl Wilson (Yam) took the Open cash and Charlie Mazzei's Suzuki took the 125 bread.

Fred Presson, another Hi-Desert hotshoe, took the Open Novice competition after hauling the third moto away from Christopher Mullet (Yam). 250 Beginner, Kirk Williams, won with two firsts and a second on the longer course, but the real battle was between Sam Crawfordone and Wayne

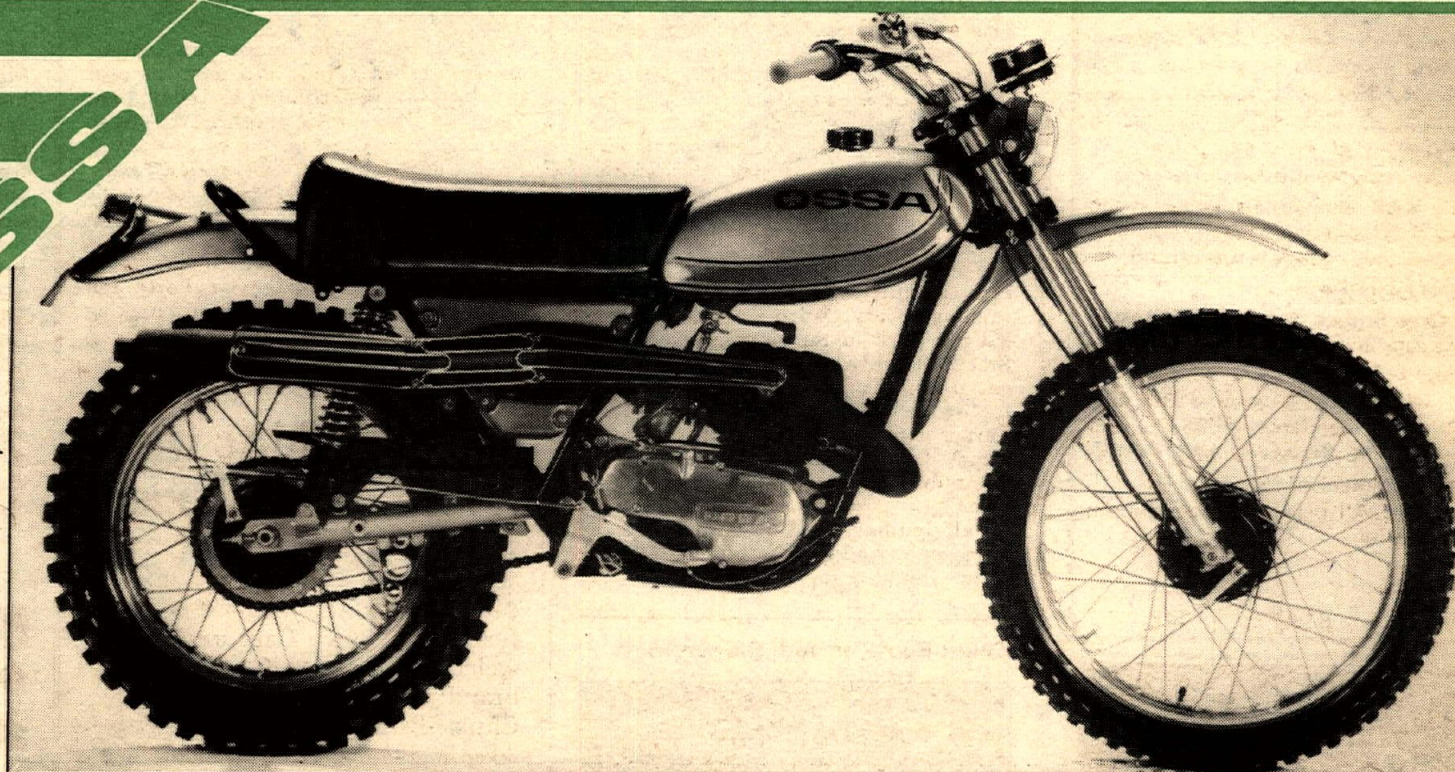
Dohrman for second. Dohrman's Yammie held off Crawfordone until lap four of the third moto when Sam's Honda passed hard-driving Dohrman and held it for the checkered.

Dennis Veter sailed through the 125 Novice competition with three wins. Local hero Tim Tope shut the door on Alan Hoover's Honda with two seconds and a fourth for second overall.

The critical third moto of 100 Beginners broke the tie between Rich Maebe and Jeff Harris, each with a second and a first. Rich held off Harris for two laps but had to settle for second spot — for now!

Results in Results Section.

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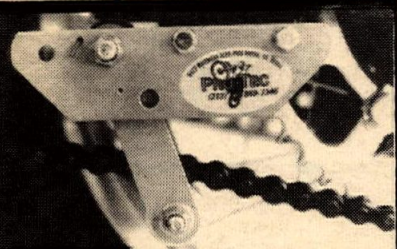
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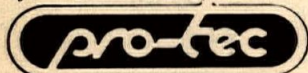
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Heath Hibbard, up in the air over finishing second overall.

Balentine undefeated in '76

By Dale Brown

CALIFORNIA CITY, CAL., JAN. 11
Bob Balentine hasn't lost a race since the first weekend in December and he started DRA's 1976 points season with yet another runaway win. Combined with his 1975 totals, this gives Balentine 12 wins in 14 starts, the other two being a second place, despite a broken collarbone on the last loop and a third in a team race. Bob is the only one to earn the DRA black plate which will be given to any rider with six overall wins.

Dave Wood (Yam) jumped out in front as the racers left the line, but he hadn't quite made it to the bomb before he seized, giving the lead to Balentine (400 KTM). That was Wood's first DNF in his racing career.

Balentine had compiled a several-minute lead by the end of the first 30-mile loop. Novice Shawn Underwood (400 Yam) held second, closely pursued by Rusty Sanderson (250 Bul). Allen Meek (175 KTM) was leading the Amateurs at fourth, followed by Heath Hibbard (400 Yam). Tom Kelly (125 Yam) had worked his way up from a five-kick start to a position just behind fellow Invader

Da winnah! Bob Balentine checks to see if his head's on straight for the camera, unwittingly revealing the secret of his win streak. His KTM steers itself!



Doug Winchell (250 Suz) who was sixth.

Balentine was stretching out his lead somewhere on the next tour of the course, while Sanderson moved past Underwood to nab second. Unfortunately Underwood's brilliant ride came to an end somewhere after that, moving everyone up. Tom Kelly's chain had already come off several times, but he still moved to within sight of Meek before he discovered the problem. A rock had bent the chain guide and the misaligned chain had worn out the sprocket, so Kelly opted for a DNF.

Balentine's nearly flawless ride was

given a sharp jolt on a downhill fireroad near the end of the loop. Travelling about 80 m.p.h., Bob collided with a rider he was lapping and who had accidentally swerved right into his path. Both went tumbling head over heels, but other than some painful bruises, neither was hurt. It turned out that the rider was an old friend of Balentine's and they ended up joking wryly about the incident later in the pits.

Bob still finished with a handy lead, making it his second win in as many weekends this year. In addition to the usual \$125 in prize money, Balentine also will collect \$15 from Malcolm



PHOTOS BY DALE BROWN

Watch the birdie, Birdie; you're first Lightweight.

Smith Racing Products for wearing their Gold Medal boots. Ron Burpo has lined up a bunch of contingency sponsors for a rider's point fund to be divided between winners at the end of the year. Money is also available for the overall winner who's using their products.

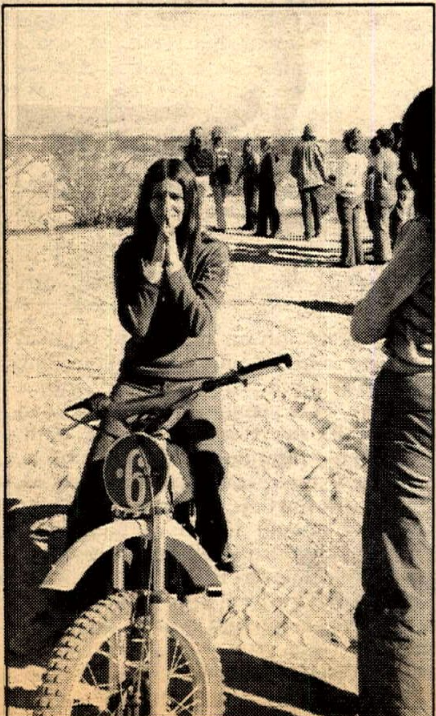
Sanderson stayed right in there to finish second, shortly ahead of Meek who was first Amateur. Heath Hibbard was fourth, followed by Winchell and Scott Pfeiffer (400 Yam) who nabbed first Open Amateur. Wayne Pillers (400 Yam) was in next, finishing first Novice at seventh overall. Amateurs Lee Wilson III (175 Hus) and Prosperous Shepard (400 Yam) tallied eighth and ninth. Rounding out the top ten was Birdie on a 125 Yamaha; he took first small-bore Expert.

Tom Widicks (400 Yam) took the overall Senior win and Kathy Tackett (250 Yam) took the Powder Puff win, the first such win for either.

Larry Fulkerson (360 Hus) was second to the bomb at the Beginners' start and then moved into the lead at the first canyon. Bill Maddocks (400 Yam) got by Larry and led the race at the completion of the first loop. Going out onto the second loop, Fulkerson flashed by for the lead and the win. Maddocks took second, Matt Dobrick brought his Bultaco in for third and first 250.

Carol Ishman (Yam) had to pass Marge Gregory twice, but the effort gained her first Beginner Powder Puff. Glenn Burke (250 Hon) was first Senior Beginner. Scott Atchison was the inaugural Mini class victor since this year the Minis are chasing their own points for a Number One plate. The new Mini class is open to those 13 or under. One 14th birthday and you're out, chum.

"... and he didn't fall off once. Thank you, Lord."



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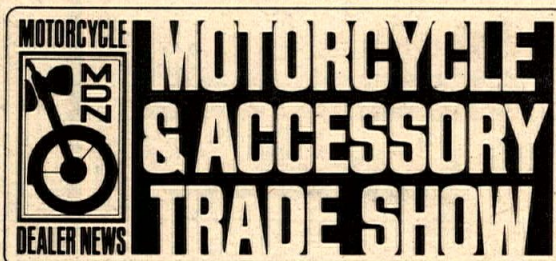
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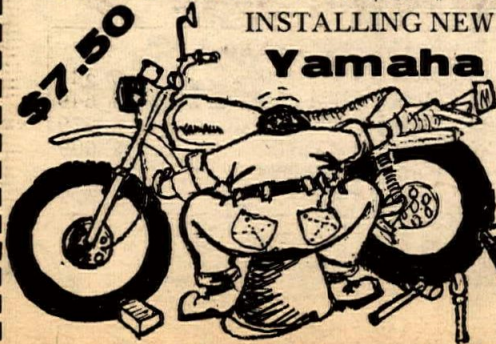
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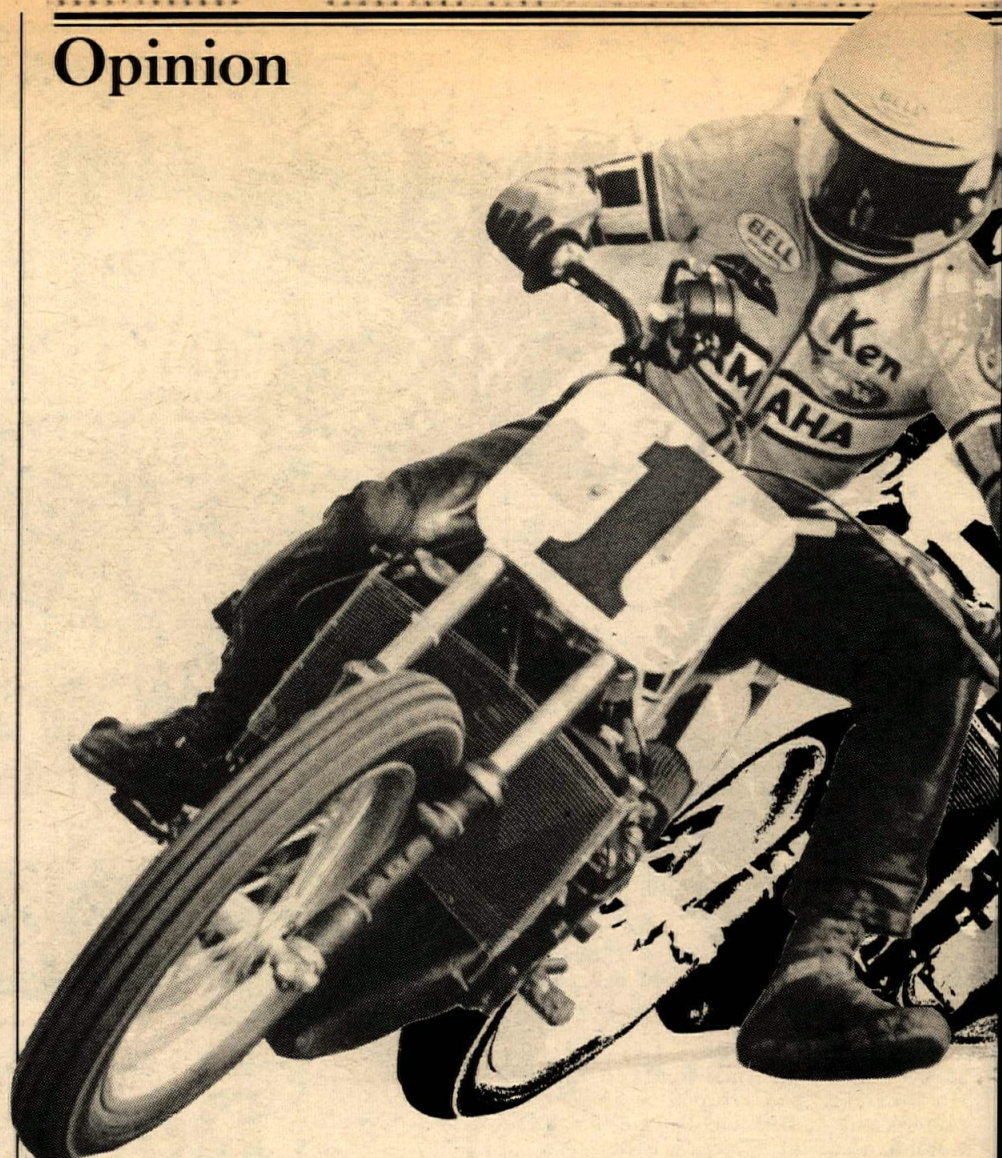
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Opinion



WHY BAN THE BOMB?

Pro . . .

At the end of 1975 Grand National Championship season the AMA on the recommendation of the Professional Rules Committee voted to ban the use of multi-cylinder engines in class "C" competition. This eliminated the TZ-750 Yamaha road race engine and Erv Kanemoto Kawasaki triples from the mile. A modest reaction was noticed from the public and a great furor emanated from the motorcycle press — "Why is the stupid AMA trying to stop progress, are they afraid of HARLEY-DAVIDSON?"

As a member of the Board of Trustees of the AMA I supported the multi-cylinder ban and voted for it, and I would like to take this opportunity to share my thoughts on the subject with you.

Professional class "C" racing is still the AMA's single most continuously successful form of competition from the standpoint of the spectator, the promoter and the racer. Nearly all the Camel Pro Series events have a good spectator turnout and a large enough rider sign-up so that a really competitive field can be qualified. A competitive field is, of course, the secret to the success of class "C" racing, and is the single most important element of concern when considering any rule changes.

The development of the multi-cylinder engine, whether two or four stroke, in class "C" racing would adversely affect our ability to put together competitive fields of riders for any dirt event because of, cost, availability of competitive equipment and safety.

Let's consider these one at a time: **Cost:** The vast majority of AMA dirt track Experts are self-sponsored. They may receive a small amount of expense money, free parts or leathers, but they pay most of their racing bills out of their own pocket. Right now a class "C"

Expert must have two good motorcycles, a short tracker and a 750cc. The 750 will work for TT, half miles, and miles even though the very specialized TT and mile equipment will be difficult to compete with. With the advent of the multi and its 100+ horsepower, Experts will be forced to purchase a third motorcycle specifically for mile racing. That multi-cylinder mile bike is likely to be very expensive. The end result would be that a large number of AMA Experts would stop riding the mile!

Availability of competitive equipment: We are all aware of the large number of multi-cylinder roadracers around, but most of us are also cognizant of the fact that only a small handful of those machines are even remotely competitive. The complexity of the multis and the necessity for more sophisticated chassis, brakes, wheels and tires, coupled with the high cost of development of these items combine to limit the number of truly competitive bikes to only a few, and these are in the hands of sponsored riders. The factories seem to be somewhat reluctant to share all their tuning secrets for multis with the privateers (at least on a timely basis), and although this is a normal thing to do in a competitive sport, it leaves some very expensive and technologically complex tasks in the hands of racers who can least afford the time or the money.

Some rather dull road racing has resulted from this dearth of competitive motorcycles and I see no compelling reason to suspect that such would not be the case with dirt track should the multis be allowed.

Safety: The Board was advised by our Director of Competition that the existing available dirt tracks are not safe for the high horsepower, multi-cylinder motorcycles. He further stated that he was becoming increasingly concerned with the suitability of the tracks for the highly developed 750cc twins running today. He advised us that he will monitor the situation closely and stand ready to make recommendations for the safety of AMA riders.



In my opinion, allowing the unlimited development of multi-cylinder machines in class "C" would have much the same negative effect that Formula Libre has had on automobile racing over the years. In auto racing there tend to be only two or three competitive cars (not brands, but actually individual cars), substantially determined by the wealth of the owners (sounds a little like AMA road racing doesn't it?). We have a competitive class or formula for class "C" racing right now. We have lots of good equipment and many fine riders ready to race and win. Let's not make the whole thing obsolete by refusing to manage class "C" racing, as we failed in AMA road racing.

Robert Nor Velle
AMA Board of Trustees

Con...

Those of us "veterans" in the sport have seen so many changes on the racing scene, especially in relation to the AMA. When I got my number more years ago than I like to remember, the AMA on the racing scene was virtual dictator. You rode AMA or not at all and Harley-Davidson was supreme God of the pro tracks.

From what has happened recently it looks as if Harley will again rule the roost, thanks to the AMA. No, I'm not accusing anybody or hinting coercion — years ago, yes, the Harley and the Davidson families and the AMA were the same things but no longer. But what seems to have happened is that the AMA has handed down the key to an open door for total Harley domination of the tracks, once the remaining Triumphs and Nortons and conventional Yamahas get tired of being also-rans or just plain wear out.

What I really am trying to get at although my pen runs away with me is the ban on the use of engines with anything more than two cylinders. There go the Suzuki and Kawasaki triples and of course that demon, the TZ750.

I wonder if Kenny Roberts' now infamous remark at the Indy mile "They don't pay me enough to ride that thing" was what the competition committee was just waiting to hear so they could find something to pin a ban down with. Probably Kenny had no such intention, but he gave them the ammunition they needed.

If the rules committee had been so down on the bikes running on the dirt tracks they should have done something about it a year previously when the TZ750 first arrived. A lot of money was spent on developing these bikes by Doug Schwerma for one and it was his expertise that gave Roberts the machine to beat the Harley V-twins on the mile. The Yamaha twins couldn't keep up. The TZ750 could and did.

The TZ750 is designed to win the mile, and just when all the R&D done on it to make it tractable was about done (and we all know that any bike, I don't care a damn what it is requires some care and feeding when it comes from the factory before it becomes a racer), they up and ban it along with everything else that may provide some excitement for the fans.

The Mile! That's where it all comes together for me — there is nothing, absolutely nothing like the dirt mile and that includes all the wonder of high speed road racing too. The pinnacle of a man and his motorcycle is, for me, going into a turn at speed on the mile and pitching it over. So maybe the TZ wouldn't have been a very good bike on other dirt tracks.

Racing has lost backing from factories for this year and it will lose backing from the fans if they never get a chance to see some developmental stuff raced. We all need variety.

As I said before, when all the other bikes are gone it will be like the fifties again, Harley Davidson dirt track racing, only worse.

I'd just like to join others in the sport and say AMA, you did it again, and although coming up with the rule in Committee and having the Board of Trustees vote it into law was legal, it isn't exactly cricket. If you are a fan reading this and feel unhappy too, then let Bill Boyce know your feelings in a brief note. But you know one thing? The AMA listens to us rank and filers now, and that's the biggest step of all!

Maureen Lee

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NORTHERN DATE

Schreiber "ones" KCOTA's first points trial

By Lane Campbell

SEQUOIA N.F., CAL., JAN. 11

What happens when a club that's used to getting 20 to 40 entries throws an ATA points trial and gets 100 riders? Instant traffic jam. Even though there were only nine sections in a loop and a four hour limit, the rider jam put the squeeze on the customary Expert sandbagging and made it a last minute rush to get in that fourth and final loop.

Bernie Schreiber (Bul), who seldom spends much time walking a section, seeming to read it as he rides it, cleaned the first two loops, dropped one in the third, and cleaned the fourth in a mad dash for the finish, blowing away all Expert opposition. Mark Eggar got a disastrous start with a five in Trap Two first time through and a three further on, then settled down to turn in three two-point loops for second Expert. Matt Pritchard was Mr. Consistency on his KT 250 Kaw for third, and Bob Nickelsen overcame a bad first loop for a fourth on the Honda TL300 prototype. The Honda, by the way, is getting to look more "production" all the time (yet Honda still maintains that it's a 1977 model at the earliest); except that Bob sure has a strange way of shifting it.

Randy Rader was top Amateur over Dean and Lane Smith (not related). Sherry Gregoire topped the Novice As riding double with Debbie Evans on Debbie's Yamaha. Sherry's bike had quit before the trial, so the two Plonker clubmates teamed up. Deb got fifth Amateur.

Club Prez Ron Sprayberry (who's recovering from a bout with lung cancer) was not unhappy with KCOTA's first AMA trial. In fact, he was happy just to be up and around, watching trialers doing their thing on scenic National Forest ground he had helped get opened to trials.

The Greenhorn area itself is a paradise to greenery-starved Southern Californians. Once the club gets dialed in to the demands of ATA points riders (some of the sections were ridiculously easy), their trials will be well worth the trip, just for the riding.

Results in Results Section.

Wilson goes flat, Plant gets the cash

By Rex Backman

MARYSVILLE, CAL., DEC. 14

Husky-mounted Pat Wilson was well on his way to the first 250 Expert today until his rear tire developed a leak in the second moto. Tad Gumbmann (KTM) got the holeshot over Wilson and Gary Cooper (Yam) in the first moto but got a bad case of the crashes. With Gumbmann departed, Wilson took the lead and was never headed. Dan Waller (Hus) survived the 30 minute round in second followed by former district number one, Eddie Brown, in third.

Wilson, Kent Spratt (Suz) and Arnold Plant fought in round two for the first few laps. When Pat's tire let go, Spratt on the Strictly Dirt Suzuki got the lead. Arnold Plant, riding a borrowed Yamaha, was held to a fourth in the first moto by a dragging clutch and ended fourth. However, Plant fixed the bike and went on to challenge Spratt's lead. For two laps Arnold trailed Spratt before turning the wick on and taking the moto victory. Kenny Spratt held on to second while Eddie Brown repeated his first moto third.

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Mark Eggar hits the log-jumble in Trap Six as Andre Plouffe (lip brush an' all) studies.

Delno Becker (CZ) was the early leader of the Open Expert class followed closely by Danny Mancino. Becker maintained his lead while Mancino dropped off the pace slightly. With 15 minutes gone in the 30 minute moto, Delno pulled off the track. The two year old CZ had quit for the second time in its career. Mancino took the lead. Bul rider Harry McMahon who got a bad start took over second and that's how they finished overall.

Tom Odekirk must have been one tired person after the day was over.

Bernie was the first to read this boulder in Trap Two correctly.



PHOTOS BY LANE CAMPBELL

Odekirk, a Junior, had entered the 125 and Open classes which were both running 30 minute motos due to the light rider turnout. Tom took third in the 125 class on the Conway Yamaha. Mounted on a Kaw 400 he failed to do as well in the Open, as the sandy track had taken its toll on his body.

Jorgy takes 250s at S.O.H.V.P.

By Sallee Hilton

SACRAMENTO, CAL., DEC. 14 With the new program being run by BOSS CMC MX, all the Intermediates and Experts ran both their motos in the afternoon. The Novices ran a complete program in the morning.

The first 125 Expert moto got underway about 1:30 p.m. with Danny Montgomery (C-A) getting the holeshot on the uphill start, Al Hall (Hon) right behind him. Their glory was brief as Chalma Roberts (Hon) buzzed them both while cresting the hill, heading down into the first turn. Roberts held out for one and a half laps until he misjudged the velodrome turn and Eric McKenna (Hon) didn't! McKenna's lead was established and maintained, although Rick Woodsen (Suz) had been moving up on him, taking over second from Montgomery after Roberts had crashed and noodled out his bars with two laps to go. Dave Wood (Yam), riding with a flat rear tire, had been battling with Hall for fourth place and finally took it.

Second moto, with the tire fixed, Wood grabbed the lead for the first lap but couldn't hold out against

McKenna's drive. McKenna led for the rest of the race, Woodsen and Roberts also got by Wood early, and the finish was determined.

Mark Hilton (Suz) was the first 250 Expert over the hill from the start, followed by Larry Rippenkroeger (Kaw) and Eugene McKenzie (Hus) who both got by him by the end of the first lap on the long track. On the white flag lap Alex Jorgensen pushed his Can-Am into first and the line-up behind him underwent drastic changes with McKenzie and Hilton moving into second and third, Rippenkroeger dropping to fifth and Floyd Davis (Suz) sneaking up on all of them from a previous tenth, and just breaking by Hilton in time for the checkered.

Holeshot Hilton did it again in the second moto, but this time Jorgy only needed two laps to take over the lead, after the two of them put on a good race with some place-swapping going on in the back areas of the track. Mid-race, McKenzie and Hilton battled for second with Hilton winning out, only to have to pick up the battle with a determined Davis who nearly did it to him again at the checkered flag. Hilton managed to hang in there for second.

Gennai takes over

By W. H. Spencer

SAN JOSE, CAL., DEC. 13

John Gennai took over the San Jose Indoor overall high point and 360 Expert class tonight, winning his fourth main in six weeks despite having been out for one week on a suspension. He is hard to contain despite good buddy Gary Tonda leading up until the white flag. John put the wheel in the right spot and just moved Tonda over.

Rod Spencer kept a hold of third overall in point standings behind John Tavis with a 250 Expert win over Scott Pearson and Frank Borba. In keeping with a tradition for Rod he won yet another 125 Expert to make it something like 16 in a row for the little class.

Paul Pearson survived a rockem-sockem 350 Novice Main to beat Chuck Gondala. Rickey Bible picked up some more points in his attempt to pick up this class win. Duke Ponte, Manuel's elder brother, is Rickey's big competition and he crashed in this one.

Results in Results Section.

Fremont Marathon

By W. H. Spencer

FREMONT, CAL., DEC. 21

The early hours belong to the kids and despite a late arrival by the crew, the minibikes got to run their entire hour with some strange outcomes. First of all, Rick Delong was there and didn't win.

Before practice, father, Carl decided to not run the Noguchi and instead Rick would team with Neal Nelson. After the completion of just two laps, it was no Neal Nelson and so Rick started chasing on the not-so-good motor. The Schaa boys were firmly in control with Kirk Hoeppner taking second from Ron Travis. On lap six Delong unlapped himself once and was charging for the second unlapped on number 16. Then, while running fourth and ready to undo everything, he lost his chain in a muddle and missed the last lap in which he just might have pulled it off.

Art Fleming led out a good sized group of 125s with enough 100s in between to make for two trophies and some more interesting racing. Scott Webster found himself sandwiched between Fleming and Dan Castlehano on the first lap and got nervous enough to fall dropping to fifth while Castlehano took the point only to pull

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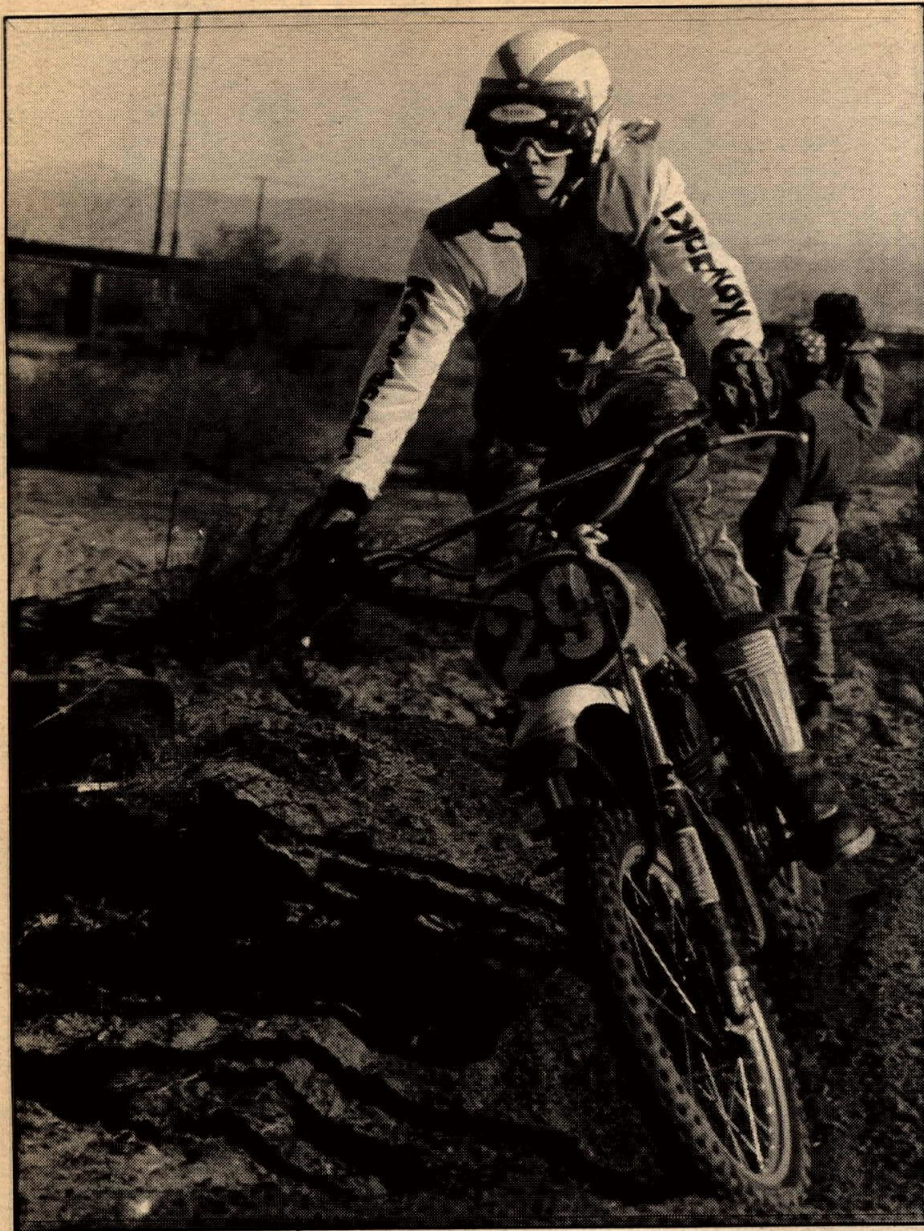
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NORTHERN DATELINE



Front wheelin' Tom Odekirk was one tired dude after racing two classes at Marysville.

REX BACKMAN

in for some tightening on the third lap.

Bob Geffert led from the third through tenth lap but in the exchange of riders, Castlehano banzaied by and led the rest of the distance. Geffert and partner Vince Zumpana came close to taking back the lead at several points but the stops for rider change or gas were ill-timed.

Open class was big time with lots of riders, some unknown because of strange numbers, and some plain strangers. Ron Grant and the Hatton tribe showed up with some new TT Yamahas and did quite well. Hatton is an Expert scrambler. Ronnie is hardly the type but the ex-pavement scratcher looked pretty good for an old man.

Rod Spencer was the man to chase at the early part riding a new 250 Hodaka. He set the crowd afire from the first lap with super neatly controlled slides. The Morrell brothers chased him the first few laps but disappeared in a blaze of nothing.

Young Spencer put a lap on everyone except a hastily teamed Terry Gough and Gary Vanderpool on one of those seldom-seen tricko ISDT Yammies. Rod succumbed to the normal ills with part breakage that left him without brakes but the potential in the new 250 is something to contend with. Quite fast and smooth.

ISDT rider Gough took over second on the fourth lap when Wayne Morrell demised a motor. Gary Vanderpool lost spark on his old Husky four laps later while running fourth and when Gough wanted some relief, Vanderpool got on and stayed there to win after Spencer stopped.

The surpiser was the Andy Ahlgren/Jim Harding team that worked up to a nice second on the 45th lap only to finish sixth behind the old reliable Koss/Hart Yamaha. The usual dumb thing of no gas in the tank took away a very fine second effort.

Results in Results Section.

Fairgrounds stadium MX

By Lynne Diltz

ROSEBURG, ORE., DEC. 21

Roseburg riders did it again — completely dominated the second running of stadium motocross at the Douglas County Fairgrounds. Despite the rain and cold and mud, they came up winners in all but two of the ten classes.

The 100cc Kids class was the first off the line and Joe Diltz started out as though he really didn't want to get his new RM 100 dirty. But after Robbie Speck and his RM threw mud all over Diltz, the race was on. Speck had a good lead until he got sucked into the ooze on the south berm. Diltz wallowed his

way past Speck and went down. Jay Collins and Vic Lilya made it upright through the bog but couldn't muster the speed to stay ahead of the two mud-puppies coming on fast.

There were two divisions of 125 Juniors with separate trophies for each. Yoncalla riders came close to a clean sweep for the second half as Jim Thrope, Rudy San Martin and Jeff Ortiz placed one, three and four. Half of the first division didn't make it across the small section of black-topped car track that must be crossed. Kyle McCaslin and John Roberts split the lead with a 2-1; 1-2.

The name of Joe Sandgathe was on the sheets for the first time — besides a second in the 125 Experts, he totaled first in the 250 Experts. Marvin Devoogal was a 250 Junior winner; his first time out this year.

Craig Praus finished the Pro races with a 2-1, giving him some cash to take home. Skeet Hise, who yells his way around tracks, could barely open his mouth for the mud and finished a one-three and in second. Steve Williams led most of the last moto until Praus slipped and slid by. Williams scored three-two for third. Don Durrant did an endo over the front jump and literally buried himself in the mud.

Results in Results Section.

Action City riots

By W. H. Spencer

SAN JOSE, CAL., DEC. 20

What should have been a quiet night of racing turned out to be just another typical night of indoor riots despite the Xmas season, and low turnout of riders.

With only two more shows after tonight the high point battles for overall, big trophy, and individual classes are super intense. The completion of the night's racing left the overall in a tie between Mini racer Fred Merkel and Rod Spencer.

On the last lap of the 360 Expert Main, John Gennai put the move on John Tavis, but John rejected the Nationally-rated Bultaco rider by turning his front wheel in, causing them to crash a course marker with such intensity that the 75 pound concrete block was broken in two. Both appeared to be OK although Tavis' leg was part of what broke the marker. The win went to Greg Ferguson with Rick Delacy taking second over Jim Mahoney and a surprised Don McIver.

Fred Merkel still amazes everyone and won the 80 Expert Main to keep the kids class in the limelight. Could you imagine a 12 year old coming out to get the big brass at the end of the year with Gennai, Tavis and Delacy sitting on the sidelines? Could be but just maybe Rod Spencer will have something to say about that.

Rod kept up his 125 Expert

domination with another win, this time over Mal Maciel. Spencer has been beaten twice on this track in something like 15 starts for a record that may stand for some time.

Brad Spencer broke the ice with his first win in the 125 Novice class after trophying every race since the start. Len Castro hasn't trophyed in three weeks but still holds a one point lead over Tom Reynolds while Mickey Krusemann won both ends of tonight's battle.

Dave Rocha took another 360 Junior win and moves to within a point of leader Paul Glade who has been second-placing everyone out of business except Rocha.

Jodry takes two classes

By Sallee Hilton

HELVETIA PARK, CAL., DEC. 21

After a nasty crash in practice left him bruised and bleeding, Brian Jodry went on to win both the 250 and Open Expert classes for the top money of the day.

Jodry on his usual Montesa chased down Mark Hilton (Suz) in the first 250 moto, taking over the lead in the third lap. Dennis Brand (Hus) also got by Hilton, who had lost his shift lever and raced with the leaders as long as possible in third gear only.

The first lap of the second moto saw Hilton, Jodry and Cloyse Holland, Jr. (Hus) dicing for the lead which ultimately went to Jodry. Jodry stayed in front for the rest of the race. Holland went down and Hilton moved into second, this time losing part of his exhaust system. Wilson took Hilton in the third lap and maintained his second place. Phil Crane (Suz) moved into third in the fifth lap to finish in that position, followed by Hilton, Brand and the other 21 riders of the pack.

On a borrowed Bultaco, Jodry took another overall win in the Open class. Bill Carnes (Bul), who rides infrequently, led nearly the entire first moto, but dropped out in the white flag lap after losing his chain. Ken Sisler (CZ) and Jodry had been fighting it out behind Carnes with Buzz Presser (Mai) hot on their heels, and took up the fight now for the lead with Carnes out of the picture. The two took their turns leading, but Jodry was there when it counted giving Sisler second. Presser finished third, so close that he collided with Jodry after crossing the finish line.

The second moto win went to Perry Klassen (CZ) who had it sewed up all the way. Jodry, Presser and Danny Mancino (Hus) had their turns in second place but the finish went down Klassen, Mancino, Presser and Jodry.

Eleven-year-old "Jammin' Jimmy" Robertson had all eyes upon him in his second moto. He was the only Mini Expert so rode his 80cc Yamaha in the 100 Novice class. He got the holeshot in the first round, and was holding his own against the "big boys" until the excitement of the race got to him and he crashed a couple of times. Each time he picked himself and his bike up, and picked off a few of the 100s to work himself up to an 11th place finish in spite of the time he spent on the ground.

By the second moto, all the spectators were aware of his gutsy performance, and were rooting for him. The cheering section seemed to help. Again he got the holeshot and this time... no crashes! He led the pack for a time, two of the big guys finally getting around him. Both were Intermediate riders, Jimmy did a good job of keeping up with them, and flat out-running all the 100 Novices in this second moto, to the delight of all his new fans! (And to the ecstatic joy of his proud Pop!)

Results in Results Section.

Stadium muddy-cross: "You havin' fun?" "Yeah, I am, how 'bout you?"



LYNNE DILTZ

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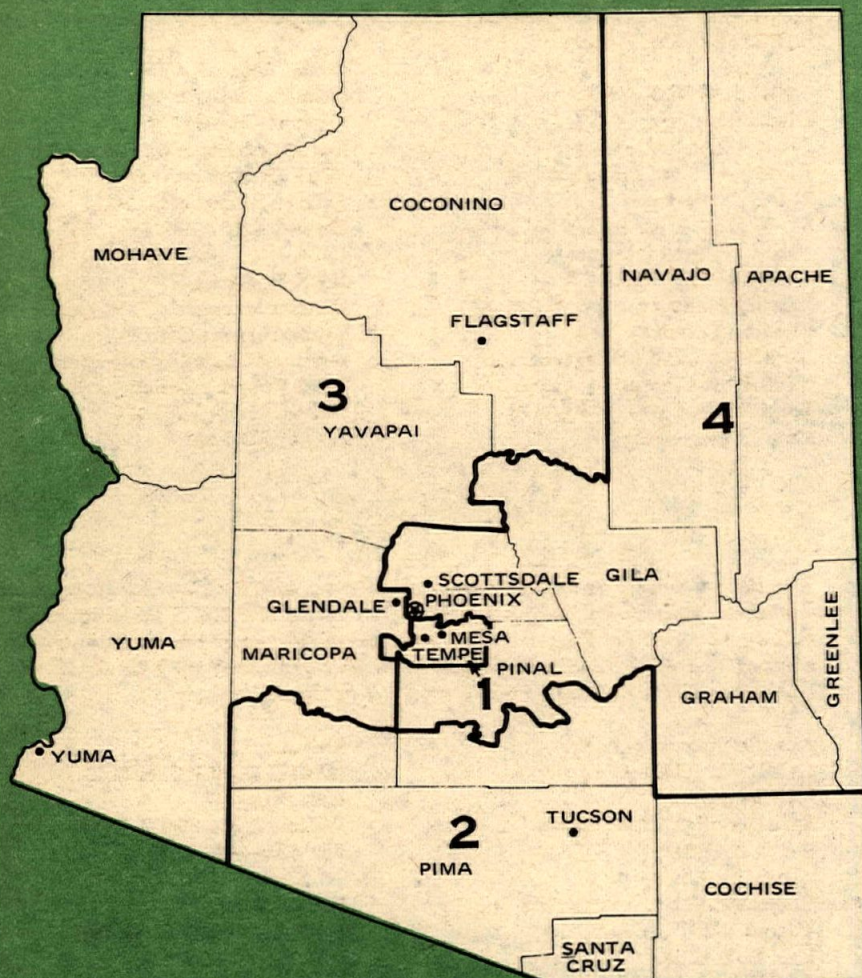
Pull out this reference section and save it. It's current for the 1976-76 session of the state legislature and gives you names, address, often phone numbers as well; information you'll need in time of crisis. Our thanks to Arizona correspondent Phillip Briggs for providing both the source material and the comments on the power for good or ill wielded by the various agencies.

And a tip of the ol' ballpoint...

This list of hints for political letter writing came from the National Rifle Association originally, but they're so concise and so true, they bear reprinting, forthwith:

- Confine your letter to one subject, dig out the facts and tell the essentials.
- Present your own viewpoint—how the issue affects you, your family, and friends.
- Use your own words. Avoid using form letters of "canned" materials.
- Keep your letters brief, to the point, neat, legibly written.
- Don't be afraid to send a hand-written letter.
- Courteous letters get the best results.
- Include your name and address—anonymous letters are usually disregarded.
- Write immediately!
- Get friends, wives, clubs to write.
- Thank your elected official for past support (if applicable). Few writers ever praise or thank those in positions of responsibility.

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*Barry Goldwater (R)
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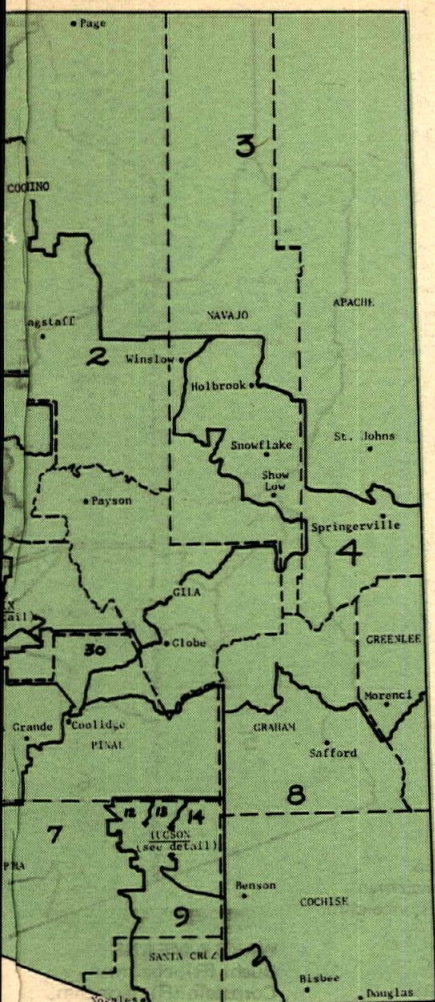
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 Pinal counties**
 Stan Turley (R), 2650 E. Southern
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ARIZONA DISTRICT MANAGERS BUREAU OF LAND MANAGEMENT

BLM administers 12.1 million acres in Arizona, and is currently preparing multiple use plans for much of this land. Example of that planning so far: in the Black Mountains Planning Unit of 540,000 acres, nearly half was restricted to ORV use.

GARTH M. COLTON
 District Manager
 Arizona Strip District
 Bureau of Land Management
 196 E. Tabernacle
 St. George, Utah 84770

WILLIAM S. EARP
 District Manager
 Safford District
 Bureau of Land Management
 1707 Thatcher Blvd.
 Safford, Arizona 85546
 Phone: 428-1100

WILLIAM K. BARKER
 District Manager
 Phoenix District
 Bureau of Land Management
 2929 West Clarendon Avenue
 Phoenix, Arizona 85017
 Phone: 261-4231

MAX H. BRUCE
 District Manager
 Yuma District Office
 Bureau of Land Management
 2450 Fourth Avenue
 Yuma, Arizona 85364
 Phone: 726-2612

FOREST SUPERVISORS ARIZONA NATIONAL FORESTS

The Forest Service has authority to close areas to ORVs, or restrict their use — without necessarily going public until it's done! The USFS administers 11.1 million acres of land in Arizona. The forests are currently preparing ORV plans for all of this land. Plans will be made public during 1976, finalized by December 1976. Be ready for this one — if for nothing else.

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 P.O. Box 640
 Springerville, AZ 85938
 Ph: 333-4301

Kaibab N.F.
KEITH T. PFEFFERLE
 P.O. Box 817
 Williams, AZ 86046
 Ph: 635-4481

Coconino N.F.
 Vacant
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 Flagstaff, AZ 86001
 Ph: 774-5261 (ext. 1400)

Prescott N.F.
DONALD H. BOLANDER
 P.O. Box 2549
 Prescott, AZ 86301
 Ph: 445-4860 (ext. 7311)

Coronado N.F.
KENNETH R. WEISSENBORN
 301 W. Congress
 Tucson, AZ 85701
 Ph: 792-6483

Tonto N.F.
FRED J. WIRTH
 102 So. 28th Street
 Phoenix, AZ 85034
 Ph: 261-3205

OUTDOOR RECREATION COORDINATING COMM.

This agency dispenses funds for development of recreation facilities, boat ramps, swimming pools, etc. They could fund ORV facilities, but no qualified state or local agency has asked, yet. Three members: one appointed by governor, two statutory.

State Parks Dept. Director (statutory)
 Ariz. Game-Fish Dept. Director (statutory)
CHARLES CHRISTIANSEN
 Phoenix (Castro)
 4433 N. 19th Ave.
 Phoenix, AZ 85015
 Ph: 271-5013

ARIZONA STATE PARKS BOARD

The board has authority (but little funds) to create a statewide system of trails. With a lot of urging, they might include motorcycles in their planning, but no one has seriously tried. Seven members: six appointed by governor with Senate consent, and one statutory.

CABOT SEDGWICK, Nogales (Castro)
RALPH BURGBACHER, Phoenix (Williams)
A.C. WILLIAMS, Prescott (Williams)
DUANE MILLER, Cornville (Williams)
RICKI RARICK, Tucson (Williams)
JOSEPHINE BAILEY, Tumacacori (Castro)
 State Land Commissioner (statutory)
 Director: **DENNIS MCCARTHY**, Phoenix
 1688 W. Adams St.
 Phoenix, AZ 85007
 Ph: 271-4174

STATE LAND COMMISSIONER

Sleeper. Commissioner controls 9.5 million acres and has singlehanded authority to close them overnight. Appointed by governor with Senate consent.

ANDREW BETTWY, Phoenix (Williams)
 1624 W. Adams St.
 Phoenix, AZ 85007
 Ph: 271-4621



PHILLIP BRIGGS

BIKERS POUND GROUND

As long as you've got this pullout pulled out, read this. It's the most graphic example of volunteer bridge-building we've seen yet. These bikers who helped fix this trail have their heads in the right place.

By Phillip Briggs

What do Arizona dirt bikers do when they're not riding? One group spent a recent Sunday repairing the Denton Trail on the Tonto National Forest. The pack trail, leading from the top of Four Peaks down to Tonto Basin was built by the Civilian Conservation Corps in the 1930's. It is used by hikers, horsemen, ranchers, and in the last few years, dirt bikers.

Recently, the trail was used as part of the route of the Tonto Enduro. The enduro's sponsoring club, the Road and Trail Association, received permission to use the trail with the proviso that any damage to the trail from the enduro would have to be repaired. The club accepted the responsibility, but rather than just fix the minor damage the trail incurred during the event, they decided to undertake a cooperative work project with the U.S. Forest Service and repair and refurbish the entire six miles of trail.

Nature hasn't been kind to the trail in the 40-odd years since its construction. The Forest Service normally maintains the trail, but there's never enough funds to go around, and work in out of the way places like this is often delayed while attending to more popular areas. Rains have rutted and gullied the trail in many areas, rocks have rolled off hillsides, and sidehills have slumped across it.

Arrangements were made with the Forest Service to meet at the foot of Four Peaks, and phone calls went out to enduro entrants to find volunteers. Local dealers were contacted for

donations to provide lunch for the hungry crew at the bottom of the trail. Four-wheel drive shuttle vehicles and drivers were found.

Sunday morning, November 23, Kirby Schwinck and Kenny Nellssen of the Forest Service met the club and their "volunteers," Jim Berg, Robert Blue, Clay Brumfield, Jeff Cassler, Jim Edmonds, Jerry Findly, Larry Fort, Jack Jaquette, Eddie Stockton, Tom Styers, and Dave Van Fleet. With concerned riders like these guys we may yet overcome the ORV hassle.

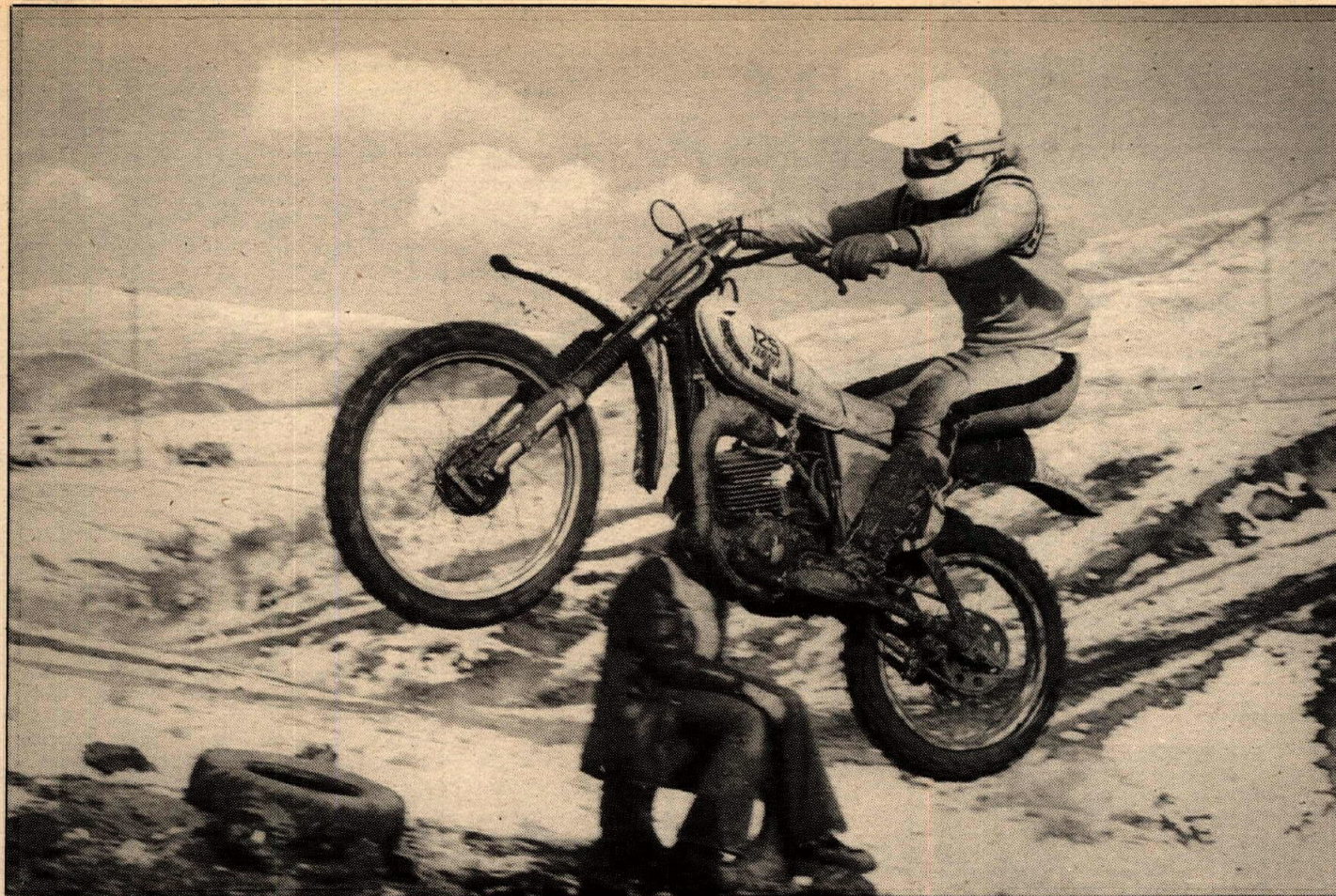
Each man shouldered a shovel and a log for a "water bar" and set off afoot, Kirby leading. Kenny followed with a special trail wheelbarrow loaded with logs and a chain saw to cut more as necessary. Down the trail a ways the group gathered around Kirby as he showed them how to build water bars to turn the flow of rain water from the trail by entrenching the short logs across the path. So instructed they broke up into groups of two or three to leap-frog one another down the trail to points marked by Kirby as needing attention.

Working steadily, the party reached the bottom by mid-afternoon. They installed about 40 water bars, rehabilitated another 20, and literally rebuilt about a half mile of the trail in sections spaced out along its six mile length.

Lunch and cold beverages donated by Dirt Riders West and Yamaha of Arizona awaited, to be speedily consumed. Congratulations for a job well done were exchanged.

Sounds like a model for action elsewhere.

CENTRAL PIPELINE



Dale Ruggles and his 125 mono visit Ski Country, U.S.A.

Competition thaws Lakewood MX

By Action Oz

LAKEWOOD, COLO., JAN. 4

It was over three years in the making, but 1976 saw the first motocross competition to be staged at the Lakewood Sport-cycle Club near Denver. The inaugural event was held under amazingly warm and sunny skies considering that just a couple of days before the area had been inundated with the white stuff Colorado is famous for. This did not stop those intrepid MXers who really want to get it on and break in their new bikes or boots. The riders who showed up found a sandy course. Thanks for the excellent track conditions must go in part to the City of Lakewood which saw fit to recycle the sand spread on the roads following the snowstorm and deposit it on the new track. This helped make for mucho traction and a minimum of mud when the thaw sets in. According to one city official attending the competition, about 60 more loads of sand will be dumped on the entire course allowing it to mix with the hard clay this winter to give the track a really great surface for next spring and summer events.

The day's events were kicked off by the Mini class and both motos were won by Mark Gross (Yam). He ran a fine race and was not deterred one bit by the steep uphill. Finishing second behind Mark was Harold Page (Yam). Bryan Adair (Suz) ran two fine back to back motos to win the 125 class overall. Finishing second to Bryan was Chris Reichardt (Yam), a short track specialist normally but was really in there for this motocross event.

The 250 class saw consistent finishes with Len Mark (Hon) and Randy Fite (Hus) taking the top spots each time. This was Fite's first time ever in competition. He shows great promise. In the Open class, Galen Altman (Yam) did the overall honors with Rod Christian (Yam) coming in second.

The Lakewood Club will be trying to get S.R.A.C. sanctioning for the future.

Their trophies must come out of the slush fund.



PHOTOS BY ACTION OZ

If they do it will provide an easy to get to area for the local hot shoes from Denver.

Results in Results Section.

'75 Texas Hillclimb Championship topped by Alford

By Diane Polley

DALLAS, TEX., DEC. 16

The Texas Hillclimb Championship season ended at the Lucky Landing Hill in Dallas. Several classes were in doubt right to the last climb and in the 250 class third place still ended in a three-way tie.

Will Alford was the biggest winner of the year. Alford was number one in the Exhibition class and the 1500 class. He also captured enough top time wins on

this bike to make him King of the Hill. Will had the top time of the day at half of the point climbs held in Texas and holds the record time on the Dallas hill with 5:75 seconds. Alford also dominated the 350 class and the 250 championship. It is a good thing that Alford cannot ride in anymore classes.

Gary Chandler was the other big winner with two class championships. Gary rode his 125 Kawasaki, built and tuned by Ronnie Long's Shop, to a first in the 125 class and in the 500 class he used both a Bultaco and a Husky to come out on top. Gary had enough points in the Exhibition class to end the year in second.

The 200 class was the closest with the results in doubt right down to the wire. The top four competitors in this class all ride super running Bultacos. Norris Meeks is number one followed by Sunny Holmes, Tommy Elkins, and B. D. Westerfield right on their heels. At one point at the close of the season there was just a two point spread between the last three men.

The 100 class was close all year. Sunny Holmes squeaked by for first

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CENTRAL PIPELINE



Five feet up or 200 feet down!

with 46 points followed by Larry Chaney and Charles Goodnight all on 100cc Kawasakis. It sometimes seems as if the rider with the best knobbies on their boots wins this class because sometimes just a few inches means the difference between first and third.

One of the people who seemed most surprised at even being in the running for a second or third was Henry Polley. He suffered a bad broken leg in September of 1974 and although he rode most of the climbs this year it was mid-year before he really started winning. He is third in the 350 class on a 305 Honda Super Hawk and the 1500 class on a stock 650 Triumph. Henry was also caught in the three way tie in the 250 class with Duffy Douglas and Mike Jones.

The 1976 season in Texas will start February 15 at Lucky Landing in Dallas. The championship awards will be made then. The goal of the Texas Hillclimbers Association is to make climbing more exciting for both the riders and the spectators. Rumor has it that there might be some different things tried.

Alford aces Dallas Hill

By Diane Polley

DALLAS, TEX., DEC. 14

The climb at Lucky Landing was the last for the year and the last in the 1975 Championship series. This was the second year that the Texas Hillclimbers Association had sponsored a championship series and results in several classes were in doubt right to the end.

Will Alford ended the season in what has become his normal winning way. He took home first in the 250, 350, 1500 classes and top time in the Exhibition class. He set a time of 5.75 seconds on his first run in the exhibition class to break his old record of 6.11. This time stood the test of time and still stood as top time when the last ride was over.

The only person who came close was Tom Hairston with a time of 5.95 seconds on his 1000cc Triumph. He is still recovering from a bad spill he took testing this bike and is not quite up to snuff. Makes you wonder what will happen when he fully recovers.

One of the main features of this hill is a rock ledge that runs across the 75 foot area on both the street and sportsman hills. Saturday, some of the street riders and THA members worked over the street side and as a result more mini, powder puff and street riders went over than ever. Sunday morning some of the sportsman riders decided that what was

Jim Wilson on top and moving.



good for the goose was good for the gander and went to work on their side of the hill with the same result.

One of the people who liked this change the most was 12 year old Mike Polley. After a bad run the first time in the mini he really turned on his YZ 80 Yamaha and set a time of 9.69 seconds to barely beat Bart Spears' 9.73 seconds and get first place. Then he took his 185 Suzuki over in 7.40 for first in the 250 Street class. This was his second first in this class.

New year it looks as if there will be a lot of new and different bikes at the hills in Texas. Jesse Whitt unveiled a new 500 single Yamaha that he hopes will beat the 350 single Hondas in the street classes. Several other riders are making plans to have different machines at the first climb of 1976.

Results in Results Section.

Polley pounds big boys at Whitney

By Diane Polley

WHITNEY, TEX., DEC. 7

Henry Polley on a Stock 650 Triumph completely surprised everyone at Whitney when his 7.11 second time still stood at the end of the day as the fastest of the climb. In the last month a 900 Honda piloted by Gary Chandler and two 1000cc Triumph Tridents ridden by Tom Hairston and Mike Jones have made their debut at the Texas hills. Jack Wilson, builder of the 1000s and tuner of most Triumphs in the area, was at the climb to cheer his bikes on, but Polley spoiled their fun by taking it all. After the climb he told Hairston, "That ride saved me \$1000, now I know that I don't need a big one to win."

In the process Mike Jones on his last ride of the day had one of his classic crashes. The slides on his three carburetors hung and then he got a good

bite. While he was rolling down the hill his new bike was flying up the hill and in the dust you could see pieces flying off in all directions.

Two bearded riders in the 500 class, Jim Wilson and Randy Lay had an unusual bet going. Whoever lost had to shave off their beard. Even though neither one did good enough to win Jim beat Randy and Randy had to shave. They were prepared with all the tools; razor, scissors, shaving cream and hot water. It took him a while to get a clean face but he kept at it until he had fulfilled his part of the bargain.

In the 500 class Cleve Martin (Bul) and Duffy Douglas (Yam) tied for first place with 7:84 seconds and in the run-off Cleve really turned it on for a 7.98 to beat Duffy. Cleve and Duffy have one of the hottest rivalries going and it's always a toss up as to who will win.

Results in Results Section.

Chickasha indoor short track

By Frank H. Harrison

CHICKASHA, OKLA., DEC. 21

With a gray-flannel sky and the smell of snow a good turn-out of 65 riders showed up to put on a hot riding display inside Jay Hammon's huge indoor arena. The dirt arena is a first class facility with

grandstands, concessions, and some of the best dirt available for indoor racing. Promoter Scotty Beavers had plywood in the right places to smooth the rodeo fence and plenty of hay everywhere. The full program of qualifying heats boiling down to six Amateur final classes, three Expert finals, and a trophy dash provided the spectators and riders with an excitement packed afternoon.

The 125 Expert main got off to a fast start with Dave Bradley (Hon) and Tracy Harlan (Yam) leading the pack into turn one with Nolden Smith (Hon) hitting the dirt in third. Third was then picked off by Scott Adams (Hon) coming on strong, but not fast enough to change the finish with first going to Bradley.

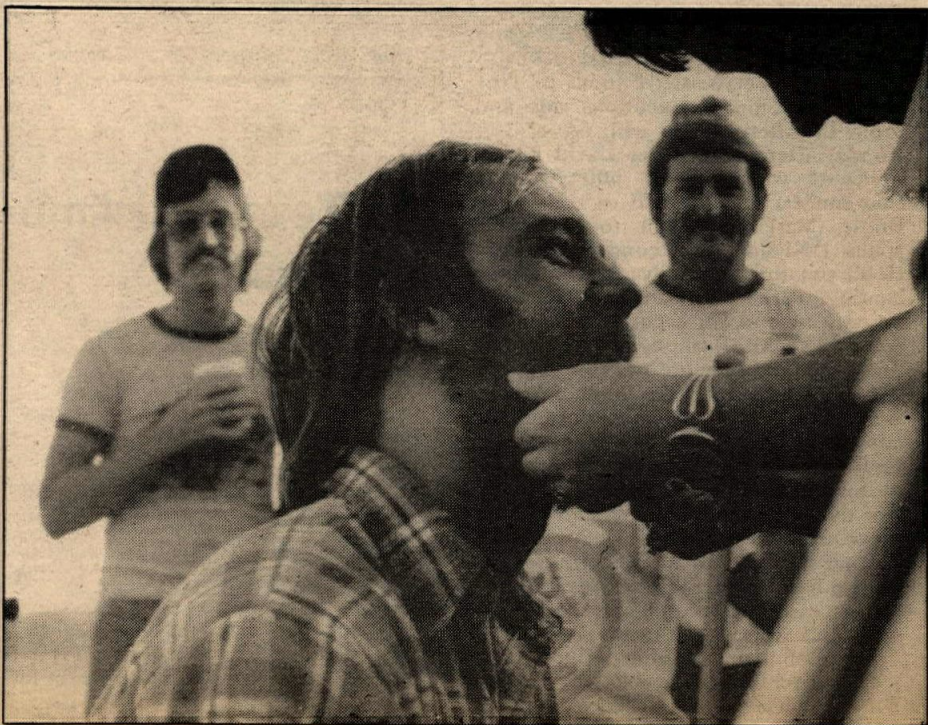
The 250 Expert main was the thriller of the day with Terry Tripp (H-D) flying into the fray followed by Ronnie Jones (Bul) and David Bradley. Larry Kennedy on his Starracer was in the fourth slot, but not for long as Bradley passed Tripp in the second lap and Jones, Kennedy and Scott Adams all went down on the long back stretch. With the back straight littered with bodies, the race had to be restarted, minus Kennedy who decided to saddle up a bale of hay and soothe a badly bruised leg.

On the restart it was again Tripp in the lead followed by Bradley. Bradley recovered his first place with Tripp hanging on to second. Ronnie Jones went into a bad slide and to avoid a highside, motocrossed over the infield berm and called it quits. All this time Scott Adams was moving up through the pack fast with David Jones (Oss), in



Big D Triumph's entry rockets up Lake Whitney's hill.

Loser Randy Lay had a close shave.



his shadow. Bradley got the checker with a big lead followed by Adams, David Jones, and Tripp.

The Open main saw a quick re-start as Benny Spears fell in the first turn. The restart saw Bret Braddy (Yam) get the lead slot followed close by John Isaacs (Yam) and Randy Carthel (Pen) who started in last place. Spears also moved up from the back row to fourth but the whole backfield changed as Carthel passed Isaacs, and Rocky Curry (Yam) replaced Spears in fourth. The finish order was Braddy, Carthel, Isaacs, and Curry.

Results in Results Section.

Brown takes last Cyclorama Expert clash

By DeWitt Henderson

SAN ANTONIO, TEX., DEC. 14

Roger Brown of New Braunfels continued to dominate Central Texas motocross racing as he won the combined Expert race at Cyclorama.

Only 13 Experts signed up to race, so they were put into one class and scored together regardless of bike displacement. Roger Brown (400 Yam) holeshot the field in the first moto, and went on to win with a comfortable lead. Corpus Christi's Bobby Morgan (RM 250) held second, followed by Robert Reynolds (400 CZ) of San Antonio. Reynolds overtook Morgan and pulled away slightly. David Daniels (125 Yam) was moving up through the pack, and began to really push Rey Longoria (250 Bul). Daniels dogged him for several laps and finally put a block past on him. Soon afterwards Daniels' radical 125 seized, dropping him out of the race. Another 125 rider, Bobby Bullock (Yam) of Austin was pushing it hard and was holding down a solid fourth place. Longoria took fifth.

Brown took the lead again in the second heat and never looked back, eventually pulling out a 45-second by the end of the 20 minute moto. Reynolds was close at first, but his CZ quit, leaving second to Bobby Morgan. Rey Longoria got by the pesky Bullock and his 125, and took third. Bullock hung in for a fourth and took fourth overall. This was Cyclorama's last Expert race until the National in late summer. Cyclorama is also dropping their AMA sanction until sometime in the summer, presumably to attract more novice riders who don't want to fork out the ten bucks for AMA membership.

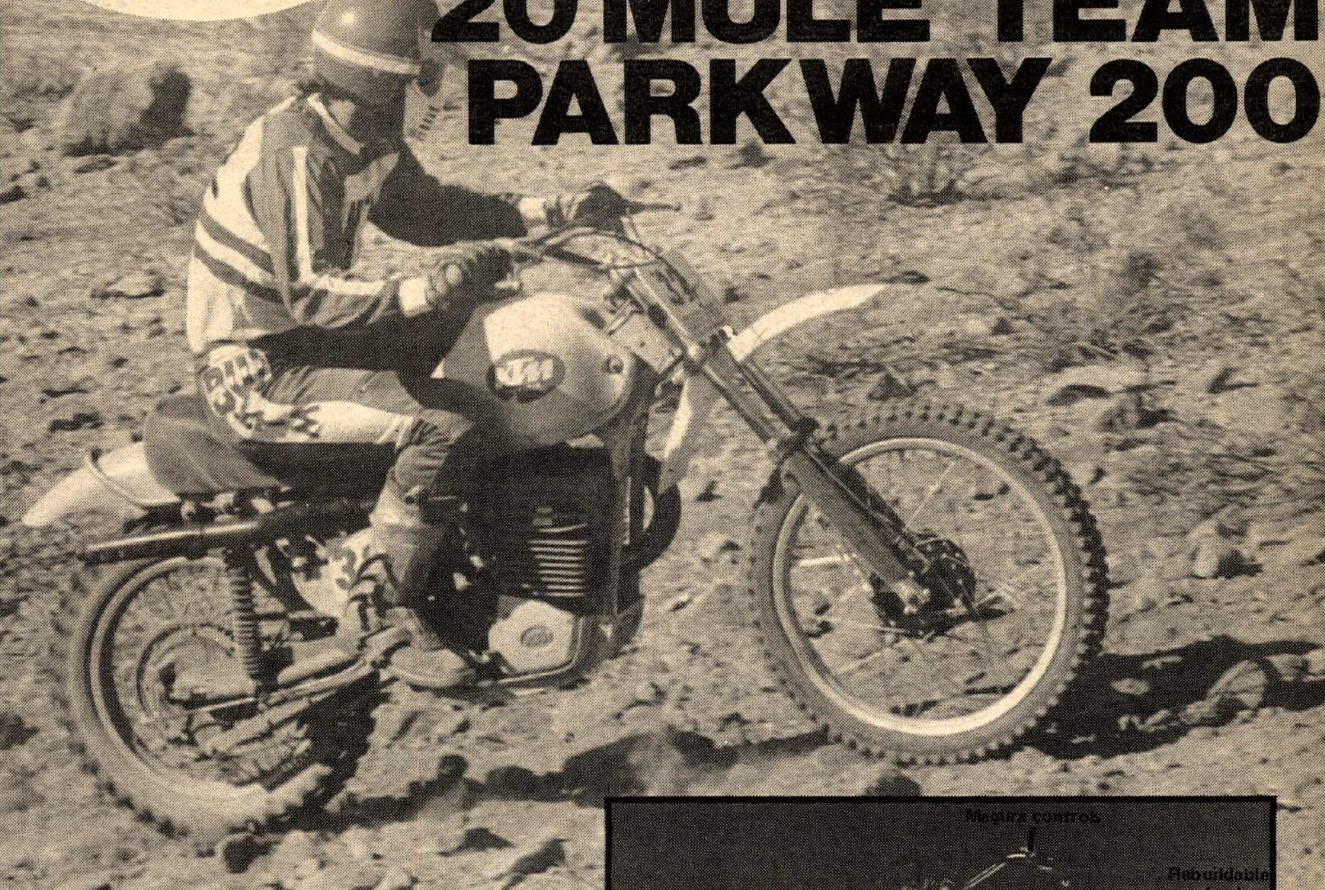
The morning's Novice and Intermediate program started off with the Over 30 class. Cecil Jones of Port Lavaca put in a tremendous ride and took the first moto win on a 125 Honda, after early leader David Parker tired of wrestling his 500 Yamaha four-banger and dropped to third. Jim Hohlt (Mai) of Austin took second. Jones DNF'd the second moto, and Hohlt put this to his advantage and won handily. Parker, of San Antonio, took an easy second for second overall. San Antonio's Al Bushong rode a new fire-engine-red Elsinore to third.

San Antonio's Mike Mollere (Hus) won the 125 Novice-Intermediate combined class with two good rides. Mollere took the early lead in both motos, and was often followed closely by the Zettner brothers, Scott and Steve, both mounted on Can-Ams. Scott Zettner took second in the first moto, but he had to work his way up through the pack in the second heat, so his 2-5 score left him with a third overall. Jeff Frazier of San Antonio (Hon) took second overall with a 4-2 score. Steve Zettner placed fourth with a 7-3.

Results in Results Section.



WINS 1976 20 MULE TEAM PARKWAY 200



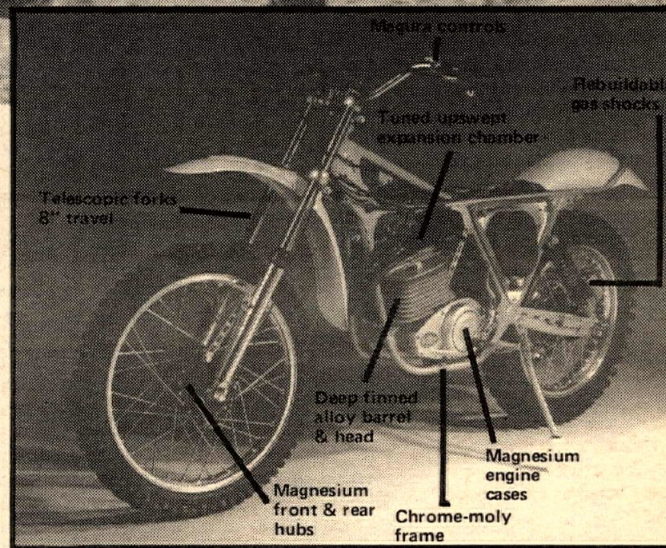
400 KTM ridden by Bob Balentine and Jeff Wright, racing against the top cross country riders in the United States, grabbed the lead at the start and raced four and a half hours covering 200 miles of Southern California's toughest cross country terrain, to finish first overall in the 20 Mule Team Parkway 200. Once again proving KTM's superior handling, power and reliability.

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RADIO FREE AMERICA

By Jody Weisel

"Break one-nine for an 18-wheeler southbound on this old super-slab."

"Come on breaker, you got the one Lickety-Split doin' it to it like Sonny Pruitt."

"Say good buddy how's it look over your shoulder to that old Shaky City? Come back."

"Man, you got wall-to-wall bear. There's a black and white at the 349 marker, a local yokel flip-floppin' at the chicken coop and a bear-in-the-air working with an Evel Knievel around the 300's."

"Sounds like its double-nickel time. We got a report of bear taking pictures and handing out green stamps at the 361, but other than that we haven't seen a cotton-pickin' thing. Put the pedal to the metal Mr. Lickety-Split. You got the one Silver Fox sayin' three's to you and yours. Have a good one."

"That's a big ten-four Mr. Fox. This is the Lickety-Split southbound and down at the double-nickel. Keep the shiny side up, the rubber side down, your wheels between the ditches and your green stamps in your britches. I'll be ten-ten and listenin' in."

What is it? Is it the CIA sending secret codes to operatives at the North Pole? Is it Richard Nixon attempting to get his plumbing fixed? Maybe it's the Gomer Pyle radio show. No folks, that is the sound of America's truckers (18-wheelers) keeping America's highways (super-slabs) free from over-eager Highway Patrol units (Smokey bears) with radar (picture takers). It is a network of 23 federally mandated broadcast channels with more than three million persons operating citizens band, or CB, radios on them.

The popularity of CB radios is easily measured by the fact that the manufacturers can not keep up with the demand for them, and that thieves have made them the number one item on their get list. There are more than 300 different models of CB radios on the market. Base stations, which are used in homes and offices, are the most expensive and complex. The mobile units are small, light and range in price from \$100 to \$400. It is the convenient mobile unit that came into vogue immediately following the truckers strike of 1973. Large convoys of trucks were able to keep in touch with police and National Guard action against them by simply monitoring channel 19. The knowledge of what's ahead of you, how the weather is, what road conditions are like and the exact location of the police allows truckers, to whom time is money, to make the best use of their time.

More and more average Joe's are getting the CB radio bug. It is estimated

that in the Southern states, from Texas to Florida, one out of five vehicles on the super highways is radio equipped. The CB radio is not new. In 1953 the Federal Communications Commission established the Citizens Band system of 23 channels. Except for truckers and a few home base stations no one truly utilized the public's airwaves, until the regulation and enforcement of the 55 mph (double-nickel) speed limit. That supposedly energy-conserving measure raised the ante in the poker game of making time on the highways. The police dealt themselves even a better hand when they escalated the electronic warfare to include the new fast radar guns. The beleaguered truckers and travellers retaliated with the trump card of a massive early warning system of CB radios. At the moment the card game is in a Mexican stand-off with neither side holding the upper hand.

If you're 18 and an American citizen you can obtain a class D citizens band license by filling out FCC form 505 and mailing it in with four dollars. The license is valid for five years and allows you to legally operate your radio. Illegal operation, broadcasting without a license, can result in confiscation of your equipment and a healthy fine. Don't think the FCC can't catch you. They have caught thousands of violators, so get a license and do it right.

Once you have the license take the time to listen to conversations over the airwaves. If you're like most motorcyclists, all the national stars have been into CB's for years, your interest is getting out to the riding terrain as quickly as possible. A person can talk on the CB with any inflection, tone or accent he wishes, but the CB users are a proud and independent group of rebels. They have their own jargon and voice pattern which separates members from non-members. If you don't play the game their way you may crest a hill into a radar trap because no one would answer your call. Learn the truckers' lingo and the ten codes.

Legally, you must give your call letters, to identify yourself, and talk no more than five minutes. In the real world, beyond the legal definitions, the FCC call letters are widely disregarded. Your identifying call should be your 'handle' or nickname. Do not use actual names over the radio. This is considered improper behavior and only handles are used.

All CB transmitters have a five-watt input power and a maximum four-watt power output. The four watts of output will enable you to transmit between five and six miles on the average, less in the mountains and more on the plains. When speaking into the mike, you should hold it away from your mouth, at a 45-degree angle, and speak in a normal voice. If you yell or speak too loud the set will over-modulate onto other channels. Make your contact quickly, ask the information you desire, respond in kind and clear the channel. Many a CBer has crossed the country

full tilt without ever speaking into the mike by simply listening to the calls. Do not hog the channel used for information, normally channel 19, with idle chatter. There are 23 channels open for conversation so utilize one of them by asking your party to jump down a few channels.

Most of the CB units look alike, but offer different features, many that are unnecessary to the casual users. The best sets offer 23 channels and it is foolish to buy a set with less. Each channel is ten kHz apart and on accurately tuned sets they offer the radio enthusiast a wide range of capabilities. It is best to get a radio with a plug-in microphone, although some less expensive models have wired-in circuitry. The plug-in connector allows the microphone to be removed and replaced. Telephone type receivers are more for status than function.

To overcome environmental noise it is important to get a set with the highest level of audio power output, rather maximum clear volume measured in watts, before distortion. The average unit resists distortion until 2.5 or 3 watts. The higher the audio power output the better the transmission quality.

A squelch control is utilized on most sets to eliminate undesired noise and signals. The squelch blanks out background noise while permitting the strongest signal to trigger the reception circuitry. Many sets also include a public address phase that allows external speakers to be connected. This is an extra not necessary to most users although worthy of consideration for many desert and open country recreation riders who might be interested in a loudspeaker.

The antenna is the most critical component in the Cbers system. The ideal antenna should be 35 feet in length to enable it to match the 11 meter wavelength of the CB radios maximum 27 kHz. This is impossible on vehicle mounted units, but good reception can be achieved using a whip antenna where the wavelength is quartered to approximately 102 inches. Shorter antennas with 102 inches of coiled winding can also be utilized. The best location for an antenna is the highest point of the vehicle, in the center of the roof. This insures a broad reflecting plane in a uniform radius. If drilling a hole in your roof is not palatable, the antenna can be attached to rain gutters, trunk lids, mirrors, or even with quick-release magnetic mounts.

"Say good buddy, it's been nice modulating with you here on the ravedio. This is the one Willy Coyote and he's got the hammer down. Be sure and keep your wheels off the grass, the bugs off the glass, and the bears off your tail. Three's to ya."

CB radio manufacturers

Audiovox Corp.
150 Marcus Blvd. Hauppauge, NY 11787

Boman Astrosonix
9300 Hall Rd. Downey, CA 90241

Craig Corp.
921 W. Artesia Compton, CA 90024

Dynascan Corp.
1801 W. Belle Plaine Ave. Chicago, IL 60613

Dynatel Communications
2546 E. Walnut Pasadena, CA

Echo Communications
One Echo Plaza Cedarburg, WI 53012

Fanon-Courier Corp.
990 So. Fair Oaks Pasadena, CA 91105

Gemtronics
356 So. Boulevard Lake City, SC 29560

General Electric
934 E. 11th St. Los Angeles, CA

Gladding-Claricon
663 Dowd Ave. Elizabeth, NJ 07201

Harris Corp.
1945 So. Figueroa Los Angeles, CA

Hy-Gain Electronics
8601 Northeast Hwy 6 Lincoln, NE 68505

J.I.L. Corp.
1000 Del Amo Blvd. Carson, CA

E.F. Johnson Co.
299 10th Ave. S.W. Waseca, MN

Kris, Inc.
1026 So. Washington Cedarburg, WI 53012

Lafayette
111 Jericho Turnpike Syosset, L.I., NY 11791

Linear Systems
220 Airport Blvd. Watsonville, CA 95076

Mac Farlane Communications
949 So. 5th Montebello, CA

Midland International
P.O. Box 19032 Kansas City, MO 64141

Motorola
2333 Utah El Segundo, CA

Olson Electronics
260 So. Forge St. Akron, OH 44308

PAL Electronics
2962 W. Weldon Phoenix, AZ 85017

Panasonic
One Panasonic Way Secaucus, NJ 07094

Pathcom
24049 So. Frampton Harbor City, CA 90710

Pearce-Simpson
P.O. Box 800 Biscayne Annex Miami, FL 33152

RCA
6363 W. Sunset Blvd. Los Angeles, CA

Radio Shack
2617 W. 7th St. Fort Worth, TX 76107

Regency Electronics
7707 Record St. Indianapolis, IN 46226

Royce Electronics
1746 Levee Rd. No. Kansas City, MO 64116

Sanyo Electric
1200 W. Artesia Compton, CA 90020

Standard Communications
108 W. Victoria Gardena, CA

Surveyor Mfg.
7 Electronics Court Madison Heights, MI 48071

Systems Communications
3121 W. Burbank Blvd. Burbank, CA

Sharp Electronics Corp.
10 Keystone Pl. Paramus, NJ 07652

Teaberry Electronics
4655 Massachusetts Ave. Indianapolis, IN 46218

Test, Inc.
19428 Londelius Northridge, CA 91324

Tram/Diamond Corp.
P.O. Box 187 Winnisquam, NH 03289

Turner Microphones
909 17th St. N.E. Cedar Rapids, IA 52402

X-Tal
Far Eastern Research Lab
8749 Shirley Northridge, CA 91324

RESULTS

Escape Country MX Trabuco Cyn., Cal. Dec. 13, 1975

SUPER MINI	Hon
K. C. Cole	
SUPER MINI INT	Hon
Chris Morey	
100 BEG	Suz
Kenny Morgan	
100 INT	Yam
Bryan Jones	
125 BEG	Yam
Dave Sittin	Yam
David Foster	Yam
125 NOV	
Doug Foster	Yam
250 NOV	
Dan Lopez	Hon
OPEN INT	CZ
Leo Saul	
125 & OPEN EX	
Corey Bogane	Mai

Escape Country MX Trabuco Cyn., Cal. Dec. 28, 1975

MINI CLASS	
Lee Saul	Hon
SUPER MINI	
Norman Nilsson	Yam
John Davis	Hon
Ben Orrick	Hon
SUPER MINI BEG	
Mike Kadow	Hon
Walter Glowac	Hon
Michael Brindley	Hon
Ed Jackson	Hon
SUPER MINI NOV	
Randy Moos	Yam
Doug Lange	Yam
Mitch Ordaz	Hon
SUPER MINI INT	
Dave Chandler	Hon
Shon Anderson	Yam
SUPER MINI EX	
Bobby McGregor	Hon
Eric Stone	MSC
100	
Chris Cerbasi	Yam
Robert Zuniga	Yam
100 BEG	
Joe Rodriguez	Hon
Mike Donovan	Hon
Mark Wibdemal	Yam
100 NOV	
Tom Hernandez	Hon
Andy Meloy	Yam
100 INT	
Bryn Jones	Hon
125	
David Gomez	Suz
Billy Kemp	Hon
James Kenney	Hon
125 BEG	
Phil Carter	Hon
Dan Dworak	Hon
125 BEG	
Randy Rogers	Hod
Carl Ryan	Yam
Kelly Scrivens	Yam
125 NOV	
Bob Sabins	Hon
Jeff Mason	Hon
Noel Leos	Hon
125 INT	
Jim Harris	Hon
Paul Ivie	Yam
125 EX	
G. Gonzales	Hon
David Soboclos	Hon
Jim Gallagher	FMF
250	
Lynn Call	
Sid Mikamo	
250 BEG	Suz
Jim Criswell	CZ
Dan De'Arman	
Russ Todd	Yam
250 NOV	
George Collins	Bul
Larry Wasson	Bul
Kenneth Estep	CZ
250 INT	
Lance Mason	Suz
250 EX	
Gary Barlett	Hon
John Gilbertson	Suz
OPEN	
Scott Beck	Yam
OPEN BEG	
John Adams	Suz
OPEN NOV	
Mike Delehant	Hus
OPEN INT	
Dale Lewis	Suz
Greg Saari	Yam
OPEN EX	
Dan Barnes	Mai
Mark Martinez	Mai
Steve Russell	Suz

AME Night MX Valencia, Calif. Dec. 5, 1975

By Denise Beardshear

MINI EX	YZ
S. Grose	YZ
S. Schmitz	YZ
K. Allman	YZ

POWDER PUFF

K. LaVigne	Hon
R. Dougherty	Hon
E. Alba	Hon
110cc MINI	
M. Nance	YZ
S. Boek	Pow
MINI JR	
J. Johnson	Hon
H. Troxler	Yam
R. Stiler	Yam
100 INT	
J. O'Mara	Suz
S. Schmitz	Suz
D. Ritter	Suz
100 JR	
J. Kirby	Suz
D. Blair	Hon
R. Vantassel	Hon
100 BEG	
A. Garlick	Suz
R. Guilmette	Suz
S. Oldfield	—
250 BEG/DIV I	
D. Andrews	Oss
B. Schroeder	Kaw
B. Perez	Hon
250 BEG/DIV II	
J. Lovett	Bul
S. Jordan	Hon
G. Sawyer	Suz
250 INT	
T. Mason	Mai
J. Mason	Mai
R. Titus	Suz
250 JR	
B. Turner	Mai
G. MacMillan	Yam
500 INT	
N. Woolard	Suz
M. Boal	Suz
B. Boyd	Suz
250 PRO	
M. Sixberry	Suz
D. Williams	Suz
K. Zahrt	Oss
500 PRO	
M. Sixberry	Suz
B. Rubly	Mai
T. Lunde	Mai
OLD TIMERS	
G. Moffet	Bul
J. Brown	Suz
K. Phillips	CZ
500 BEG	
R. Saldana	Mai
T. Henry	Tri
T. Harris	Tri
500 JR	
R. Hont	Kaw
S. Kelso	Mai
J. Asher	—
125 JR/DIV I	
M. Peothro	Suz
J. Johnson	Yam
B. Robertson	Hon
125 BEG/DIV II	
J. Nielsen	Hon
J. Sendelbach	Yam
D. McGlothlin	Hon
125 INT	
M. Boren	Yam
M. Lewis	Hon
B. Brammer	Yam
125 BEG	
D. Spiker	Suz
G. Keene	Hon
R. House	Hon
125 PRO	
M. Lawrence	Yam
M. Gambetta	Hon
D. Williams	Hon

CMC MX Brentwood, Calif. Jan. 4, 1976

NMA Santa Claus PG Valencia, Calif. Dec. 7, 1975

100cc EX	
J. Kruger	Hon
J. Bagby	
100 NOV	
B. Vantassel	Yam
V. Turner	Yam
K. Kersey	
83cc STK NOV 12+	
D. Baker	
T. Naas	
T. Evans	
M. Tomaselli	
83cc STK NOV (9-11)	
R. Hemme	
K. Jacobs	
R. Eversole	
R. Klatt	
83cc STK BEG 12+	
Larry White	
C. Dumo	
S. Phipps	
125cc EX	
S. Karl	
B. Myerscough	
J. Bagby	
125 NOV	
D. Marker	
S. Wain	
B. Jewett	
M. Stoner	
125 BEG	
P. Lane	
D. Cates	
T. Waldrup	

C. Kibbee JR CYCLE STK (9-11)

T. Tomaselli	
R. Williams	
R. Sands	
JR CYCLE STK (6-8)	
R. Stiles	
J.J. Belisle	
K. Hennricksen	
B. Anzaldi	
83 STK EX 12+	
B. Jordan	
G. Ioppolo	
R. Airmann	
D. Hoag	
83 STK EX (9-11)	
R. Johnson	
J. Simpson	
M. Yafchak, Jr.	
83 MOD NOV 12+	
S. Weicberg	
T. Naas	
D. Baker	
M. Cady	
83 MOD NOV (9-11)	
J. Hemme	
B. Ely	
K. Jacobs	
S. Storer	
83 MOD BEG 12+	
A. Renteria	
M. Slade	
S. Souisa	
R. Robertson	
83 MOD EX 12+	
A. J. Whiting	
A. Sine	
R. Ryan	
J. Holley	
83cc MOD EX (9-11)	
E. Glover	
R. Harden	
G. Holland, Jr.	
JR CYCLE MOD (9-11)	
T. Tomaselli	
R. Eversole	
M. Koemans	
B. Keffer	
JR CYCLE MOD (6-8)	
J. J. Belisle	
Perry Matthews	
250 BEG	
R. Stiles	
F. Hunter	
0-110 MINI 12+	
D. Nicol	
J. Holley	
S. Boek	
R. Atkins	
0-110 MINI (9-11)	
E. Glover	
M. Murphy	
S. Anderson	

Escape Country MX Trabuco Cyn., Cal. Dec. 14, 1975

SUPER MINI	
Jim Cobham	
SUPER MINI BEG	
Todd Richardson	Gem
Glen Roden	Hon
SUPER NOV	
Ryan Eide	Yam
Randy Bojorquez	Yam
Sam Storer	
SUPER MINI EX	
Bobby McGregor	Hon
SUPER MINI PRO	
Steve Shippy	Yam
Bryan Jordan	YZ
100	
Tim Willmeth	Hon
100 NOV	
Ladell Eide	—
100 INT	
Bryn Jones	Hon
100 EX	
Broc Glover	Hon
Marty Miller	Hon
125	
Dan Dworak	Hon
Gregi Wilcoxen	Suz
Bill Swinson	Hon
125 BEG	
Phil Blafaire	Bul
Kelly Scrivens	Yam
Pat Zarembo	—
125 NOV	
Karl Smith	Hon
Eddie Drake	Hon
George Jeffer	Suz
125 INT	
Bob Walker	Hon

Andy Guth	Hon
125 EX	
Broc Glover	Hon
David Williams	Hon
Marty Miller	Hon
250	
Joe Almedia	Hon
250 BEG	
Rob Hicks	CZ
Daryl Pruitt	C-A
David Beard	Hon
250 NOV	
Lance Mason	Suz
250 INT	
Danny Jean	Yam
Bret Weyand	CZ
Jody Uyechi	Mai
250 EX	
David Williams	Suz
Jeffrey Vidic	Mai
Dan Turner	Yam
OPEN	
Ruben Duran	Mai
OPEN BEG	
Mike Delehant	Hus
OPEN NOV	
Greg McDowell	Yam
OPEN EX	
Jon Derhammer	Mai
Tim Lunde	Mai
Doug Sherman	Mai
Dave Foltz	Suz

CRC MX Valencia, Calif. Jan. 4, 1976

By "Mad Mary"

MINI BEG	
Jim Busby	
Tom Pelle	
Joe Grigoe	
MINI NOV	
Kenny Spiker	
Curits Qualls	
Tom Barbacovi	
MINI INT	
Danald Draskovich	
Butch Roberts	
MINI EX	
Dave Miller	
Scott Boek	
Mike Raines	
100 BEG	
Earl Penny	
Jerome Ward	
Gabe Davidovich	
100 NOV	
Rich Guilmette	
125 BEG	
Mike Clark	
David Lynch	
125 NOV	
Greg Boren	
Steve Hadley	
Noel Leos	
125 INT	
Gary Scheidler	
Mark Boren	
Perry Matthews	
250 BEG	
Angelo Cofino	
Keith Draper	
Mike Antes	
250 NOV	
Mike Bledsoe	
John Wilson Jr.	
John McKnight	
250 INT	
Greg Drakovich	
Don Sharp	
OPEN NOV	
Bill Bledsoe	
VET	
William Saltzman	
Bob Pickett	
Steve Loftin	
125 EX	
Mark Hendrix	
Tom Grant	
Jack Miller	
250 EX	
Steve Potts	
Dale Tittlemier	
Bob Ridge	
OPEN EX	
Noel Woodland	
William Saltzman	
Steve Marusie	

TT 395 Cycle Park Jan. 4, 1976

MINI	
Thom Lizardo	Yam
Danny Lizardo	Yam
Dan Wendt	Hon
100-125 NOV	
David Cote	Yam
Scott Oliver	Yam
Jody Smith	Kaw
250 NOV	
Billy Brooks	Bul
Dave Peters	Hon
Kerry Picken	Yam
OPEN NOV	
R.R. McLaughlin	CZ
Pat Dobbins	Tri
Terry Whytal	Bul
125 AM	
Donald Acker	Hon
Greg Johnson	Yam

Jeff Moon	Yam
250 AM	
Cliff Whetstone	Yam
Craig Roloff	Yam
Rich Lizardo	Bul
250 X	
Dylan Neihart	Yam
Shawn Leipold	Hon
500 AM	
John Lundgren	Yam
Mike Moon	Yam
Rick Bird	Hon
500 EX	
Earl Roloff	Yam
Jerry Peters	BSA
Terry Statum	Yam
OPEN EX	
Mike Laney	Yam
Earl Roloff	Yam
Frank Adamo	Yam

Half-mile 395 Cycle Park Adelanto, Calif. Jan. 4, 1976

MINI A/X	
Thom Lizardo	Yam
Danny Lizardo	Yam
Dan Wendt	Hon
100-125 NOV	
Jeff Johnson	YZ
David Cote	RM
Scott Oliver	Yam
250 NOV	
Dan Roult	Yam
Billy Brooks	Bul
Dave Peters	Hon
OPEN NOV	
Dan Roult	Yam
Pat Dobbins	Tri
R.R. McLaughlin	CZ
125 AM	
Greg Johnson	YZ
Donald Acker	Hon
Jeff Moon	Yam
250 AM	
Craig Roloff	Yam
Cliff Whetstone	Yam
Rich Lizardo	Bul
250 EX	
Ric Armitage	Yam
Dylan Neihart	Yam
500 AM	
John Lundgren	Yam
Henry Rivera	Kaw
Rick Bird	Hon
500 EX	
Earl Roloff	Yam
Shawn Leipold	Hon
Ric Armitage	Yam
OPEN EX	
Frank Adamo	Yam
Mike Laney	Yam
Earl Roloff	Yam

Escape Country MX Trabuco Cyn., Calif. Jan. 3, 1976

MORNING RACE	
SUPER MINI 1st DAY	
Norman Nilsson	Hon
Bruce A. Coker	Yam
Thomas Gibson	Hon
SUPER MINI BEG	
Woody Sowell	Hon
SUPER MINI NOV	
Greg Hayward	Hon
Jeff Sabins	Hon
SUPER MINI INT	
Mike Brown	Yam
100 BEG	
Robert Zuniga	Yam
100 NOV	
John Underhills	Yam
Dean Lange	Hon
100 INT	
Lyle Babi	Hon
125 1st DAY	
Mike Margules	Yam
Jim Cantu	Hon
Loren DeVore	Yam
125 BEG	
Hugh Blacka	Hon
Mike Blake	Hon
125 NOV	
Alan Tomota	Hon
Eddie Drake	Hon
125 INT	
Paul Ivie	Yam
Jonny Clopton	Hon
250 1st DAY	
Jeff Wilson	Suz
Rick Marion	Yam
250 BEG	
Rick Becker	Bul
250 NOV	
Gary Gonzales	Mai
Joe Lorenzen	Mai
OPEN NOV	
Leslie Rickey	Suz
OPEN INT	
Tom Truman	Suz
OPEN EX	
Corey Bogane	Mai
AFTERNOON RACE	
SUPER MINI 1st DAY	
Bruce A. Coker	Yam
SUPER MINI BEG	
Norman Nilsson	Hon
SUPER MINI NOV	

Pat Kehoe	Hon
SUPER MINI INT	
Mike Brown	Yam
100 NOV	
Greg Kehoe	Suz
125 1st DAY	
Ron Millgin	Yam
Larry Gillespie	Suz
125 INT	
Paul Ivie	Yam
125 BEG	
Mike Blake	Hon
250 NOV	
Joe Lorerzen	Mai
OPEN NOV	
Leslie Rickey	Suz

Escape Country MX Trabuco Cyn., Calif. Jan. 3, 1976

SUPER MINI 1st DAY	
David Hooper	Hon
Chip Manning	Yam
SUPER MINI BEG	
Mike Wilcox	Hon
Randy Moos	Yam
Larry Hernandez	Hon
SUPER MINI PRO	
(No trophy)	
Steve Shippy	Yam
100 BEG	
Mike Donovan	Hon
100 NOV	
Tom Hernandez	Hon
Tom Willmeth	Hon
100 INT	
Mike Vasquez	Hon
100 EX	
Tim Murphy	Hon
125 1st DAY	
Bill Swinson	Hon
Chuck Cheek	Hon
Burt Siler	Hon
125 BEG	
Kelly Scrivens	Yam
Greg Holt	Hon
Ken Matsunaga	Hon
POWDER PUFF	
Kathy Brobeck	Hon
125 NOV	
Jeff Mason	Hon
Donald Miller	Kaw
Clyde Wilson	Yam
125 INT	
Tim McCasland	YZ
125 EX	
David Sobodos	Hon
Steve Steel	Yam
250 1st DAY	
Joseph O'Donnell	Suz
Kurt Kovacks	Yam
250 BEG	
John Layne	—
Bryan Zeman	CZ
Tim Criswell	Suz
250 NOV	
Tony Erickson	Mai
250 INT	
Mark Zeman	Mai
Jim Carlino	Mai
250 EX	
Mark Marriott	Suz
Lance Mason	Suz
OPEN 1st DAY	
Scott Beck	Yam
OPEN BEG	
Hobart Bowers	Yam
OPEN NOV	
Greg McDowell	Yam
Walter Boris	Bul
OPEN EX	
John Hrynkiwicz	Mai

Hillclimb Lake Whitney, Tex. Dec. 7, 1975

By Diane Polley

RESULTS

BOSS CMC MX Sacramento, Cal. Dec. 14, 1975

Sy Sallee Hilton

MINI EX	
Jimmy Robertson	Yam
Greg Bonovich	Yam
MINI NOV	
Tim Hall	Yam
Tim Rosenberg	Hon
Lauren Hodbee	Yam
PEE WEE	
Billy Peters	Hon
Dennis Schmidt	Hon
Freddy Dion	Hon
POWDER PUFF	
Sue Wood	Yam
100 INT	
Keith Triplett	Pen
Jim Hampton	Suz
100 NOV	
Glen Rosenbeg	Suz
Jeff Hammond	Suz
Tim McGowan	Pen
125 EX	
Eric McKenna	Mon
Rich Woodsen	Suz
David Wood	Yam
125 INT	
Randy Horrell	Hon
Ben Crocco	Hon
Danny Willis	Yam
125 NOV DIV I	
Steve Parker	Yam
Alan Bono	Yam
Joe Cleveland	Yam
125 NOV DIV II	
Mark Anderson	Hon
Raymond Spore	Yam
Kevin Ichimura	Yam
250 EX	
Alex Jorgensen	C-A
Mark Hilton	Suz
Floyd Davis	Suz
250 INT	
Brett Chapman	Bul
Jim Graham	Mai
Steve Tausmann	Bul
250 NOV	
William Wheeling	Yam
Tony Sauer	Yam
Chris Campos	Hus
OPEN EX	
Buzz Presser	Hus
Scott Henry	Hus
Terry Hicks	Suz
OPEN INT	
Wayne Johnson	Bul
Tony Gatt	Suz
Don Calhoun	Suz
OPEN NOV	
Allen Sanchez	Hus
Nick Collin	Hus
Van Lawrence	Hus
VET INT	
Jack Hampton	Hus
Mike McGowan	Bul
Sherwood Hall	Mai
VET NOV	
Bob Mars	Suz
Bill Cadjew	Hus
Hans Martz	Hus
OLD TIMERS INT	
Frank Hicks	Suz
Gabby Gabbert	Suz
Gordie Glyer	Suz
OLD TIMERS NOV	
Frank Garcia	Hus
G. E. Bansemer	Yam

Stadium MX Roseburg, Ore. Dec. 21, 1975

By Lynne Diltz

MINIS	
Karl Talburt	Yam
Rex Haskett	Yam
Bryam Powers	Yam
100cc KIDS	
Joe Diltz	Suz
Jay Collins	Suz
Robert Speck	Suz
125 JR DIV I	
Kyle McCaslin	Yam
John Roberts	Yam
Bert Arena	Yam
125 JR DIV II	
Jim Thorpe	Suz
Mike Briggs	Hon
Rudy San Martin	Yam
125 EX	
Clay Watson	Mon
Joe Sandgathe	Kaw
Randy Wing	Yam
250 JR	
Marvin DeVoogal	Suz
Monte Estabrook	Hon
John Broadwater	Yam
250 EX	
Joe Sandgathe	Kaw
Kenneth Randall	Suz
Bob Connors	Bul
OPEN JR	
Jim Coutts	Kaw
John Denny	Suz
Don Ragen	Suz
OPEN EX	
Skeet Hise	Yam
Don Durrant	Suz
Jack Gulick	Pen
Mark Mattheisen	Yam
PRO	
Craig Praus	Yam
Skeet Hise	Yam
Steve Williams	Suz

395 Cycle Park TT Dec. 6, 1975

MINI NOV	
Kirk Johnson	Yam
John Bales	Yam
Jay Beck	Yam
MINI AM/EX	
Larry Penrod	Hon
Chris Cannon	Yam

Dan Wendt	Hon
125 NOV	
Scott Oliver	Yam
Rick Blankenship	Yam
Steve Polson	Yam
250 NOV	
Steve Mott	Yam
Scott Paulsen	Yam
Mitch Zehner	YZ
500 NOV	
dave Peters	Tri
Ken Griner	Yam
Jim Pitman	Yam
OPEN NOV	
Bob Chapek	H-D
Pat Dobbins	Tri
Bob McLaughlin	Tri
125 AM	
Jay Bales	Yam
Robby Robinson	Yam
Greg Johnson	YZ
125 EX	
Mike Tidwell	Yam
Dylan Neihart	Yam
250 AM	
Scott Thurlow	Hon
Bobbi Hunter	Yam
Dave Ross	—
250 EX	
Mike Tidwell	Yam
Greg Zehner	Yam
B. R. Hicks	Yam
500 AM	
Paul Lambert	Yam
Jerry Peters	BSA
Gordon Kidd	Yam
OPEN EX	
Mike Laney	Yam
Bobby Sanders	Yam
Dan McWhorter	Tri
GEROITOL GEN TD	
Jim Pittman	Yam
Henry Custer	Hon
Jack Jacoby	Suz

Motocross Lakewood Sports- cycle Assn. Jan. 4, 1976

Lakewood, Colo.

By Action Oz

MINI	
Mark Gross	Yam
Donald Young	Hon
Harold Page	Yam
125	
Bryan Adair	Suz
John Reichardt	Yam
Jim White	Yam
125 NOV	
Rod Christian	Yam
250	
Len Marks	Hon
Randy Fite	Hus
Gordon Estes	Yam
OPEN	
Galen Altman	Yam
Rod Christian	Yam

CRC MX DeAnza Cycle Park Sunnymead, Cal. Dec. 28, 1975

By Gus

OPEN PRO	
Morgan Malocco	Yam
William Saltzman	Hus
Jim Lowe	Hon
OPEN INT	
Dave Alerman	Suz
OPEN NOV	
Robert Spicer	Yam
Mike Miricle	CZ
M. Riley	Mai
OPEN BEG	
Keith Wisegarver	Suz
John Buxton	Suz
Henry Clifton, Jr.	Yam
250 PRO	
Keith Patten	Yam
Steve Potts	Mai
Clark Jones	Mai
250 INT	
Greg Stone	Yam
Greg Draskovich	Suz
Gary Peterson	Mai
250 NOV	
John Ward	Mon
Jary East	Suz
Jon Saltzman	Mai
250 BEG	
R. Fornshell	Hon
J. Cramer	Yam
Kevin Kent	CZ
VETS	
William Saltzman	Hus
John L. Wilson	Hon
Dale Brown	CZ
125 PRO	
Vince Van Hook	Yam
Bob Knowles, Jr.	Yam
George Viens	Yam
125 INT	
Brad Osborne	Hon
Gary Scheidler	Yam
Bob Brammer	Yam
125 NOV	
Rich Shroyer	Suz
Danny McDougal	Yam
Danny Burt	Yam
125 BEG	
Harlan Riehart	Yam
Lloyd Hilton	Hon
Tom Hacker	Hon
125 BEG -16	
Jeff Bradford	Suz
Doug Gormley	Yam
Dane Ware	Hon
100 PRO	
John Gless	Hon
100 NOV	
Scott Jones	Suz
100 BEG	
Steve Rawling	Yam
MINI EX	

Mike Raines	Hon
Dallas Rebello	Hon
Dave Miller	Hon
MINI INT	
Butch Roberts	Yam
Donald Draskovich	Hon
MINI NOV	
Richard Soria	Hon
Tony Barbocovi	Hon
Dirk Sweet	Hon
MINI BEG	
Raymond Soria	Hon
Mike Baine	YZ

CMC MX Carlsbad, Cal. Jan. 4, 1976

By Mike Yada

250 PRO	
Chuck Rouse	Hus
Steve Montague	Mai
John Hildreth	Yam
250 INT	
John Curtis	Kaw
Jim Logsdon	CZ
Kory Andrew	Yam
250 JR	
Mike Sole	Kaw
Dennis Stevens	Hus
Guy Ward	CZ
250 BEG	
Dempsey Stocker II	Suz
Kevin McLaughlin	Yam
Dan Wright	Hus
500 PRO	
Craig Adams	Hus
Jack Hazard	Suz
Allen Hunter	CZ
500 INT	
Sandy Pulford	CZ
Gary Harris	Hus
Robert Berdyck	CZ
500 JR	
Jim Berry	Yam
Mark Dambkowski	CZ
Paul Nachant	Hus
500 BEG	
Jerry Evans	Yam
125 PRO	
Gerald Stewart	Yam
Dana Nelson	Yam
125 INT	
Eddy Kubota	Suz
Mike Monaghan	Yam
Michael Langeent	Yam
125 JR	
Randy Carter	Kaw
Steve Carson	Hon
Chuck Parme	Suz
125 BEG	
Mark Ebert	Hon
Kyle Jacobson	Suz
Toby Evans	Yam
100 EX	
Jeff Ward	Hon
Bryon Antonacci	Hon
Dan Trant	Hon
MINI BEG	
Mike Fuelner	Hon
Chris L. Allier	Yam
MINI JR	
Mike Toycen	Yam
Kenny Campbell	Yam
MINI INT	
Phil Wilkins	Yam
Alan Frzier	Hon

Fremont Marathon Fremont, Cal. Dec. 21, 1975

By W. H. Spencer

MINIS	
Scott & Troy Schaa	Yam
Kirk Hoepfner	Hon
Ron Travis	Yam
250cc	
Dan Castelhanov	Yam
Amy Johnson	Yam
Art Fleming	Hon
Dave Johnson	Hon
Jim Taylor	Hon
Dwayne Turner	Hon
100cc	
Mike Mears/	
Rich Walker	Yam
Neal Nelson/	
Rick DeLong	Suz
250cc	
Pat McCaul/	
John Silva	Suz
Paul Bierwith/	
Bill Scarlett	KTM
Al Banta/	
Rod Simas	KTM
Juan & Kee Salas	Yam
Jack Simmons	Yam
OPEN	
Terry Gough/	
Gary Vanderpool	Yam
Rich Carlson	Bul
Dave Lander/	
Keith Roseler	Yam
Paul Unruns/	
Jack Bellicitti	M-V
Dave Koss/	
Bill Hart	Yam

CMC MX Brentwood, Calif. Jan. 4, 1976

By Marvin Patton

125 EX	
Beto Rossi	Hon
Glen Jennings	Hon
250 EX	
Mike Middleton	Suz
Gary Murphy	Hus
Dan Geary	Hon
OPEN EX	
Neil MacDannald	Nog
Jim Turn	Suz
Gary Murphy	Hus

MINI NOV	
Steve Machado	Yam
Danny Clements	Hon
Mike Holmes	Yam
MINI EX	
Danny Castro	Yam
VETS	
Roger Hall	Suz
Al Baumann	Yam
Lynn Wington	Bul
OLD TIMERS	
Larry Johnson	Hus
Rod Mallow	Yam
June Jewett	Yam
100 NOV	
Joey Schlag	FMF
Fred Merkel	Hon
Donald Garber	Hon
125 NOV DIV I	
Brian Thompson	Yam
David Leat	Hon
Jeff Maxwell	Hon
125 NOV DIV II	
Mike Bonner	Hon
John Traverso	Hon
Mike Ornelias	Hon
125 INT	
Tex Collingwood	Hon
Andy Key	RM
Larry Lacey	Hon
250 NOV	
Billy Risner	Hon
Robert Heisler	Suz
Cory Franzini	Hus
250 INT	
Phil Douglas	Hus
Herbert McWilliams	Hon
Scott Raymes	Hon
OPEN NOV	
Ron Barr	Mai
Jeff Elrod	Kaw
Ed Carriker	Yam
OPEN INT	
Larry Johnson	Hus
Roger Hall	Suz
Larry Lacey	Suz

Indoor Shorttrack Roseburg, Ore. Dec. 27, 1975

TROPHY DASHES

KIDS MINI	
Brian Loesch	Yam
KIDS 200	
Scott Miller	Hon
125 CLASSES	
Jeff Campbell	Suz
200 CLASS	
Larry Melton	Bul
250 CLASS	
Brian Peterson	Suz
MEN'S MINI	
Don Ragan	Suz
SEMI PRO	
Lester Huey	Bul
MAINS	
KIDS MINI A	
John Miller	Suz
Dan Bennett	Hon
Dave Carlile	Hon
KIDS MINI B	
Tony Jenkins	Yam
Stan Grover	Yam
Tom McCallum	Hon
KIDS MINI C	
Clifford Phillips	Yam
Tim Churchill	Yam
KIDS 100 A	
Scott Miller	Hod
Bill Davis	Suz
Kraig Hill	Yam
KIDS 200cc B	
David Harless	Hon
Tony Overman	Yam
Brian Dolan	Suz
KIDS 100 C	
Mike Bennett	Hon
Randy Rice	Yam
125cc A	
Jeff Campbell	Suz
Frank Word	Suz
Phil Harless	Hon
125cc B	
Sam Armfield	Hon
Steve Wilcox	Hod
Rick Rice	Hon
125 C	
David Carter	Suz
Dan Taylor	Suz
200 CLASSES	
200cc A MAIN	
Warren Bolton	Bul
Jamie Claassen	Bul
Scott McLane	Bul
200cc B MAIN	
Carl Netzel	Bul
Sam Armfield	Hon
Mark Ingersoll	Yam
250 CLASSES	
250cc A MAIN	
Mark Detwiler	Bul
Brian Peterson	Suz
Bob Mahr	Bul
250 B MAIN	
Tony Speck	Bul
Carl Netzel	Bul
Phil Harless	Hon
MEN'S MINI CLASSES	
MEN'S MINI A MAIN	
Loren Bennett	Hon
Don Ragan	Suz
C.J. Carlile	Hon
MEN'S MINI B MAIN	
Art Claassen	Hon
Tim Lieb	Yam
Phil Aguilar	Yam
SEMI PRO CLASS	
Lester Huey	Bul
Bill Oliver	Yam
Gary Davis	Bul
Jeff Campbell	Bul

Oak Hill MX Nov. 30, 1975 Alvord, Tex.

By Dickie Clement

MINI JR	
Bryan Abernathy	Yam
Mark Bartee	Yam
Raymond Turlington	Yam
Mark Goins	Yam
MINI INT	
Darin Eames	Yam
Gary Graham	Yam
Charles Bethel	Yam
Dennis Hawthorne	Yam
WOMENS	
Lisa Goins	Yam
OVER 30	
Dennis Baker	Yam
Mike McGraw	Yam
Gus Reynolds	Yam
Don Osburne	Yam
100	
Marvin Saunders	Yam
Guy Allen	Yam
Eric Esme	Yam
Keith Jernigan	Yam
125 NOV	
Don Bankston	Yam

Richard Dahlgren	Yam
Steve Davis	Yam
Billy Ruby	Yam
250 NOV	
Rick Ivy	Yam
Wayne Williams	Yam
Willie Turlington	Yam
Bernie Klocko	Yam
125 INT	
Mike Connell	Yam
Sean O'Brien	Yam
Joe Wolfe	Yam
Richard Brannon	Yam
125 SR	
Richard Reeves	Yam
Rubin Alanzo	Yam
Ricky Blackwell	Yam
Doug Cook	Yam
250 INT	
Rod Young	Yam
Davin Reynolds	Yam
Benton Wofford	Yam
Randy Howard	Yam
Mike Jones	Yam
Mitch Milson	Yam
Randall Tarter	Yam
Peyton Tredwell	Yam
OPEN INT	
Joey Skinner	Yam
Charlie Backus	Yam
Jack Bell	Yam
Sonyy Truitt	Yam
OPEN SR	
Randy Tarter	Yam
Mark McDonald	Yam
Robbie Blackman	Yam
Kevin Brown	Yam

395 Cycle Park Half-Mile Dec. 6, 1975

MINI NOV	
John Bales	Yam
Dean Blake	Yam
Jay Back	Hon
MINI AM/EX	
Jay Bales	Yam
Todd Brown	Yam
Chris Cannon	Yam
100-125 NOV	
Steve Griffith	Yam
Pam Bales	Yam

Kym Kirschermann Suz
Pat Orescania Suz
125 INT
Mike Monaghan Yam
Steve Monaghan Hon
250 INT
Paul Vogelsang Mai
Hank Schmidt Suz
250 BEG
Joe Corder Hon
Phil Leicidi Suz
250 EX
Tim Battenschlag Mai
John Petty Mai
Steve Montague Mai
250 SENIOR
Carl Gazafy Suz
OPEN BEG
John Rimlinger Yam
OLD TIMERS
Tom Mandeville Hus

AMC MX Orange, Cal. Dec. 28, 1975

By Danny Raymond

125 EX
David Williams Yam
Bob Welch DG
Dave Eropkin PK
125 INT
Steve McKay Hon
Dan Green Hon
Lance Moorewood Yam
100 JR
Ladell Eide Hon
100 EX
Ty Rickey Hon
MINI EX
Brad Roberts Yam
Craig McKee Yam
125 BEG
Brian Phillips Yam
James Rockwell Hon
Tues Halliburton Pen
POWDER PUFF
Jo Ann Miley Hon
125 JR
Jerry Jeffery Hon
Marc McClure Suz
Bill Olson Hon
250 EX
John Petty Mai
Tim Battenschlag Mai
Jeff Zueber Yam
250 BEG
John Layne —
Dempsy Stocker Suz
250 JR
Gary Truesdill Suz
Dave Raymond CZ
Scott Kinnier Yam
250 INT
Hank Schmidt Suz
John Irwin Hon
Mark Taylor Kaw
OPEN EX
Gaylon Mosier Mai
Jon Derhammer Mai
Jeff Foland KTM
OPEN SR
Bob Cheever Yam
OPEN JR
Alan Cheever Yam
Marc Crosby Mai
OPEN INT
Bill Emery Bul
David Gathridge Mai

Rio Bravo MX Houston, Tex. Dec. 14, 1975

By Mark Knowles

MINI UNDER 12
Timmy Justice
Mike Dickey
Eric Davidson
John English
MINI 12+
Frank Tello
Steve Rickey
Mike Dickey
Clay Howard
OVER 30
Bob Merritt
Mike Majewski
Buddy Holland
Jerry Eloy
OVER 30 OPEN
Bill Law
Lawrence Lucia
Charles Williams
John O'Bannon
100 AM
Troy Boussard
Scott Stephens
Randy Scala
David Benzom
125 AM A
Randy Divin
Larry Ward
Gary Courtney
Ralph Benwen
125 AM B
Scott Stephens
Mike Holdsworth
Lee Porterfield
Darrell Malehec
125 INT
Mike Ballensky
Stewart Wilson
Kevin Allen
Blake Haynes
125 EX
Glen Johnson
Glen Urquhart
Robert Coreale
Don Parker
250 AM
Jay LeBlanc
Larry Tallis
Russell Palmer
Arthur Serrando
250 EX
Keith Duffy
Bill Green
Steve Schramm
David Taylor
OPEN AM
Blake Haynes
Tom Outwin
Lynn O'Bannon
Richard Soileau
OPEN EX
Keith Duffy
Bobby Guidry
Bill Green
Don Ludeman

Top D-36 Enduro Riders for 1975 By Frank Showers

JUNIORS
1. Rich Roberts 41
2. Ron Colombo 33
3. T. Ryan 32
4. Don Armstrong 32

5. D. Dotson 30
6. M. Nugent 21
7. T. Prichard 20
8. S. Buck 20
9. Dan Friedman 19
10. J. Mitchell 19
NOVICES
1. M. Moore 27
2. Mike Iverson 21
3. Ed Haymond 19
4. Gary Roller 19
5. Al Nelson 18
6. M. Cullens 18
7. Jim Ray 18
8. G. Jorgenson 16
9. Phil Jacobson 15
10. Gary Stadifer 14

395 Cycle Park MX Adelanto, Cal. Dec. 28, 1975

By Phil Carpenter

MINI BEG
Don Riley Yam
Darel Dupont Yam
Les Williamson Hon
100 BEG
Jeff Harris Suz
Rich Maebe Yam
Jerome Ward Suz
100 NOV
Steve Oldfield TN
Steve Byrd Suz
125 BEG
Clyde Wilson, Jr. Yam
Tom Hamilton Hon
John Mazzei Suz
125 NOV
Dennis Vetter Hon
Tim Tope Yam
Alan Hoover Hon
250 BEG
Kirk Williams Mai
Sam Crawfordone Hon
Wayne Dohrman Yam
250 NOV
John Lovett Bul
James Baumann Bul
Steve Scalzo Hus
OPEN NOV
Fred Presson Yam
Christopher Mullet CZ
Rick Longyear Yam
125 AM/EX
Charlie Mazzei Suz
Max Eddy Hon
250 AM/EX
Dan Simonian Kaw
Tim Abernathy Suz
Joe Stankovich Yam
OPEN AM/EX
Karl Wilson Suz
Terry King Bul
FOOT RACE
Bob Longyear —
Wheelie Contest
John Lovett

D-36 Indoor ST San Jose, Cal. Dec. 20, 1975

By W. H. Spencer

60 NOV
Sasha Froyland Yam
80 JR/EX
Larry Krusemann Yam
Bobby Agness Yam
80 NOV
Mike Armtrout Yam
Bryan Keltner Hon
80 JR
Mike Zimmerman Yam
80 EX
Fred Merkel Hon
Richie Simpson Yam
Bill Arbogast Hon
100 NOV
Mark Day Yam
100 JR
Jesse Ochoa Hod
Bobby Shafer Suz
100 EX
Jim Filice Suz
Tony Deatherage Yam
100 NOV
Chuck Harrell Yam
Frank Macias Yam
125 NOV
Brad Spencer Yam
Rich Estrada Yam
Bob Wheat Yam
125 JR
Mickey Krusemann Yam
Wayne Thompson Yam
125 EX
Rod Spencer Hod
Maciel Bul
175 NOV
Dave Arika Yam
Russ Lufdorff Yam
200 NOV
Tom Cherry Bul
250 NOV A
Steve Zanone Yam
Russ Paden Bul
Chris Bailey Bul
250 NOV B
Keith Pechar Bul
Larry Euley Bul
Bill Ripley Bul
250 JR
Frank Barrera Bul
Chuck Weatherston Yam
Bob Boten Suz
250 EX
Rick Delacy Yam
Dan Castelano Yam
Bob Silva Bul
360 NOV
Chuck Gondala Yam
Leonard Ponte Yam
John Harness Yam
360 JR
Dave Rocha Hon
Paul Glade Hon
Lyne George Hon
360 EX
Greg Ferguson Hon
Rick Delacy Yam
Jim Mahoney Hon

BOSS CMC MX Helvetia Park, Cal. De. 21, 1975

By Salle Hilton

MINI NOV
Tom Hall Yam
Chris Coker Yam
John Sullivan Kaw
PEE WEE
Billy Peters Hon
Dennis Schmidt Hon
Jamie Wooten Hon
100 NOV
Glen Rosenberg Suz
Mark Howard Suz
Timmy Waller Suz

100 INT
Kevin Nash Hod
Jim Hampton Suz
POWDER PUFF
Sue Wood Yam
Mary Guiffra Yam
Darlene Azevedo Hon
125 EX
Charlma Roberts Hon
Robert Norton Hon
Dave Wood Yam
125 INT
Harold Schafer Hon
Jerry Brown Yam
Scott Johnson Hon
125 NOV DIV I
James Needham Suz
Marc Sullivan Suz
Bill Richina Suz
125 NOV DIV II
Dave Rearick Hon
David Wetherbee Hon
Albert Griggs Suz
125 NOV DIV III
Darrell Chapman Suz
Bobby Coker Yam
Eddie Cox Suz
125 NOV DIV IV
Harry Elkins Yam
Mark Anderson Hon
Joe Cleveland Yam
250 EX
Brian Jodry Hon
Pat Wilson Hon
Dennis Brand Hus
250 INT
Jim Graham Mai
Dan Cole Kaw
John Crocker Kaw
250 NOV DIV I
Jerry Mebrayer Mai
Tony Tamagni Hon
Chris Campos Hon
250 NOV DIV II
Jody Gentry Oss
Mark King Hon
Dennis Thompson Mai
OPEN EX
Brian Jodry Bul
Danny Mancino Bul
Buzz Presser Mai
Joe Duncan Kaw
Jeff Hinricks Yam
George McNamara Bul
OPEN NOV DIV I
Phil Morris Kaw
Kent Higgenbotham Mai
Dan Foley Pen
OPEN NOV DIV II
Ken McFarland Suz
Troy Kelso Yam
Bill Wellman Yam
vet int
Mel Henrix Bul
Jack Hampton Mai
John Carpenter Bul
VET NOV
Bob Mars Suz
Bill Cadjew Hus
Hans Martz Hus
OLD TIMERS
Joe Gomes Hus
Gordie Glyer Suz
Alex Nick Suz

Escape Country MX Trabuco Cyn, Cal. Dec. 27, 1975

SUPER MINI
Ed Jackson Hon
Sean gilroy Hon
SUPER MINI BEG
Greg Hayward Hon
Matt Saruwatari Hon
Ed Bravo Hon
Gary Kendall Yam
SUPER MINI NOV
Randy Bojorquez Yam
SUPER MINI INT
Mike Brown Yam
SUPER MINI PRO
Steve Shippy Yam
100 BEG
Gregg Waldrop Hon
Steve Mellgren Hon
Tim Willmeth Hon
100 NOV
Randy Okada Yam
Mike Bley Suz
100 INT
Bryn Jones Hon
125
Mike Margules Yam
Don Combs Kaw
Ricky Sauers Suz
Troy Moon Hon
125 BEG
Skip Winkles Hon
Rusty Brown Hon
Bobby Crook Hod
Guy Muranaka Suz
125 NOV
Mark Sauro Suz
Eddie Drake Hon
125 INT
Gary Pendleton Hon
250
Arnold Dearcos CZ
Walter Kungl Suz
250 BEG
Mike Neer Bul
250 NOV
Gary Gonzales Mai
Ed Bezanon Suz
Glenn Gibbon CZ
250 EX
Tim Turner CZ
OPEN BEG
R. A. Moeller Yam
OPEN INT
Tom Turman Suz
OPEN EX
Randy Meyer Mai
125 EX
Steve Donovan Bul

Escape Country MX Trabuco Cyn, Cal. Dec. 20, 1975

SUPER MINI
Ed Jackson Hon
Sean gilroy Hon
SUPER MINI BEG
Greg Hayward Hon
Matt Saruwatari Hon
Ed Bravo Hon
Gary Kendall Yam
SUPER MINI NOV
Randy Bojorquez Yam
SUPER MINI INT
Mike Brown Yam
SUPER MINI PRO
Steve Shippy Yam
100 BEG
Gregg Waldrop Hon
Steve Mellgren Hon
Tim Willmeth Hon
100 NOV
Randy Okada Yam
Mike Bley Suz
100 INT
Bryn Jones Hon
125
Mike Margules Yam
Don Combs Kaw
Ricky Sauers Suz
Troy Moon Hon
125 BEG
Skip Winkles Hon
Rusty Brown Hon
Bobby Crook Hod
Guy Muranaka Suz
125 NOV
Mark Sauro Suz
Eddie Drake Hon
125 INT
Gary Pendleton Hon
250
Arnold Dearcos CZ
Walter Kungl Suz
250 BEG
Mike Neer Bul
250 NOV
Gary Gonzales Mai
Ed Bezanon Suz
Glenn Gibbon CZ
250 EX
Tim Turner CZ
OPEN BEG
R. A. Moeller Yam
OPEN INT
Tom Turman Suz
OPEN EX
Randy Meyer Mai
125 EX
Steve Donovan Bul

Escape Country MX Trabuco Cyn, Cal. Dec. 20, 1975

SUPER MINI
Richard Rimlinger Hon
SUPER MINI BEG
Brad Royster Hon
SUPER MINI NOV
Randy Bojorquez Yam
SUPER MINI EX
Chris Morey Hon
SUPER MINI PRO
Steve Shippy Yam
100 BEG
Steve Mellgren Hus
100 INT
Kenny Morgan Suz
125
Mike Margules Yam
Greg Wagner Kaw
125 BEG
Mark Mason Yam
125 NOV
Mark Sauro Suz

125 INT
Steve Donovan Bul
250
Joe Almeida Hon
250 BEG
Harold Johnson Suz
250 NOV
George Wagner C-A
250 INT
Chris Fopiano Yam
OPEN BEG
John Rimlinger Yam
Terry Whytal Bul
OPEN INT
Tom Truman Suz
OPEN EX
Randy Meyer —

Escape Country MX Trabuco Cyn, Cal. Dec. 21, 1975

SUPER MINI
Brian Ward Yam
Mike Wilcox Hon
SUPER MINI NOV
Willy Zamora Yam
SUPER MINI INT
Dave Chandler Hon
SUPER MINI EX
Eric Stone MSC
SUPER MINI PRO
Steve Shippy Yam
100 BEG
Tim Willmeth Hon
100 INT
Lyle Babi Hon
125
Rande Schwartz Hon
Tracy Lauze Hon
125 BEG
Kelly Scrivens Yam
Kathy Srobeck Yam
125 NOV
Mike Digby FMF
David Clemenet Yam
Doandl Miller Hon
Rick Stupin Yam
125 EX
Gregg Toyama FMF
Rob Zamora Yam
Jon Clark Yam
250
Yaandell Bishop Hon
250 BEG
Richar Morals Mon
John Layne —
Steve Jaramillo Hon
250 NOV
George Collins Bul
Troy Lopez Hon
Arthur Oliver —
250 INT
Lance Mason Suz
250 EX
Mike Follmer Mai
OPEN
Gary Patten Yam
OPEN BEG
John Abrams Suz
Gary Mandella Yam

CMC Motocross Brentwood, Ca. Dec. 21, 1975

By Marvin Patton

125 EX
Glenn Jennings Hon
Greg Hebard Hus
250 EX
Dick Mann BSA
Bob Myers Mai
Neil Davis Suz
OPEN EX
Dave Mythen Bul
Mike Cates Yam
Dick Mann BSA
VETS
Rodger Hall Suz
Richard D. Hopper Yam
Steve Machado Yam
OLD TIMERS
Jack Lewis Bul
Johnnie F. Hall BSA
Bill Verbisio Yam
MINI NOV
Steve Machado Yam
Darryl Anthony Yam
Gary Moyer Yam
MINI EX
Danny Castro Yam
100 NOV
Joey Schlag Suz
Fred Merkl Hon
Dave Ramirez Suz
125 NOV DIV I
Randy Cannale Hon
Tim Hebard Yam
Rich Tiago Yam
125 INT
Troy DeHerrera Yam
Larry Lacy Hon
Bill Runyan Suz
250 NOV DIV I
Steve Young Kaw
Brad Berquist Hon
John Allum KTM
250 INT
Phil Douglas Hus
Rick Oderio Suz
William Ortnr Bul
OPEN NOV
Jeff Elrod Kaw
Ron Powers Yam
Doug Fielding Bul
OPEN INT
Clyde Lawler RM
Jack Lewis Bul
Roger Hall Suz

AME MX Valencia, Cal. Dec. 28, 1975

MINI JR
David Baker Yam
Sue Weichberg Hon
Jim Boyd YZ
Kenny Spiker YZ
Jim Holley Hon
Steve Schmitz YZ
Ricky Ryan Hon
Greg Hamilton YZ
110 MINI
Scott Boek Hon
Rusty Wageman Hon
Mike Nance Yam
POWDER PUFF
Rox Ann Dougherty Hon
OLD TIMERS
Gene Moffett Bul
Dick McDonald Suz
Keith Phillips CZ
Mel Lindell Hon
100 BEG
Roger Gauvin Suz
Vance Gardner Suz
Troy Snyder Suz
100 JR
Jeff Kirby Suz

Mitch Welch Yam
Danny Westergaard Suz
Tom Feland Hon
100 INT
Steve Jones Suz
John Weichel Suz
125 BEG
Gary Payne Hon
Jeff Mallory Hon
Jim Braido Hon
Mark Mullen Hon
125 JR
Greg Boren Hon
Bill Robertson Hon
Dave Drewisch YZ
Dan Walker Hon
125 INT
Mark Wiklund Hon
Tim Loece YZ
Randy Gauvin Hon
Mark Boren Hon
125 PRO
Jim Hale Hon
Gary Huber Hon
Bob Kline Hon
Mark Kendrix Hon
250 BEG
Mike Antes CZ
Cory Sawyer Suz
John Jackson CZ
Angelo Cofino Suz
250 JR
Bob Turney Mai
Kenny Meek Suz
Dave Roark Bul
Denny Waite Suz
250 INT
Bill Jewell Bul
Rick Hatfield Bul
Craig Robertson Suz
250 PRO
Ken Zahrt Oss
Rick Salmon Suz
Tom Ryan Bul
500 BEG
Mark Hays Pen
Tom Shinn KTM
500 JR
Steve Kelso Mai
Jerry Asher Yam
Gerry Cook Mai
Joe Grillo Hon
500 PRO
Dave Haugh Mai
Russ McAfee Bul
Bill Bryan CZ

D-37 MX Elsinore, Cal. Jan 4, 1976

WOMEN'S DIV

S. Fish Yam
K. Lavigno Hon
C. Blythe Hon
125 EX
S. Bartley Hon
L. Darling Hon
T. Brown Suz
125 AM
B. Sundstrom Suz
M. Hooper Hon
R. Godel Hon
250 EX
M. Stearns Suz
A. Cooke Bul
M. McGowen Suz
250 AM
E. Gonzales Suz
D. Brannfman KTM
F. Bua Suz
OPEN EX
C. Pettigrew Mai
C. Howell Hon
A. Blander CZ
OPEN AM
T. Walters Kaw
G. Saari Yam
R. Crandall Yam
250 NOV &
OPEN NOV
M. Hood Yam
D. Clinton Kaw
C. Canterbury Suz
125 NOV
G. Graham Yam
J. Walthall Kaw
D. Ewing Hon
M. Anast Hon

ATA/KCOTA Trial Sequoia NF, Calif. Jan. 11, 1976

EXPERT
Bernie Schreiber(1) Bul
Mark Eggar(18) Hon
Matt Pritchard(21) Kaw
Bob Nickelsen(22) Hon
Gary LaPlante(23) Bul
AM
Randy Rader(32) Bul
Dean Smith(36) Yam
Lane Smith(38) Mon
NOV A
Sherry Gregoire(12/29) Yam
Gil Smith(12/27) —
Rick Spruall(17) —
Dave Boyd(20) —
NOV B
Ken McAllister(15) Suz
Derreck Bernard(16) Yam
Todd Spear(25) —
JR
Casey McRobert(10) Yam
Barney Burman(26) Yam
Bim Miller(28) —

CMC MX Orange, Calif. Jan. 11, 1976

By Mike Yada

500 PRO
Marty Tripes Bul
Wayne Boyer CZ
Tim Lunde Mai
500 INT
Dave Maas Suz
Dave Moates Suz
Dave McKinney Bul
500 JR
John Jormuth Hon
Charles Ball Yam
Ron Jones Yam
250 PRO
Gary Semics Kaw
Val Tamiotti Mai
Dale Anderson Suz
250 INT
Steve Blackman Bul
Pete Smith Mai
Chris Burgeson Suz
250 JR I
Dan D'Amico Bul
Gary Truesdill Suz
Jeff Clausen Suz
250 JR II
Ted Fatseas Suz
Paul Formic Suz
Bill Bond Hon
125 PRO
John Tessitore Hon

Dave Taylor Pkr
Tony Wanket Hon
125 INT
John Fry Hon
Vince Kreigzinger Hon
Joe Padilla Hus
125 JR
Jay Van Camp PFM
Larry Morton Hon
Ed Seeber Hon
MINI JR
Mike Toycon Yam
Jeff Chatfield Yam
Jeff Car. Camp Yam
100 JR
Derek Walker Suz
Matt Hone Suz
MINI EX
Scott Burnsworth Yam
Ron Lounsbury Yam
Howard Flynt Yam

DRA Hare Srambles California City, Cal. Unofficial Results January 11, 1976

By Dale Brown

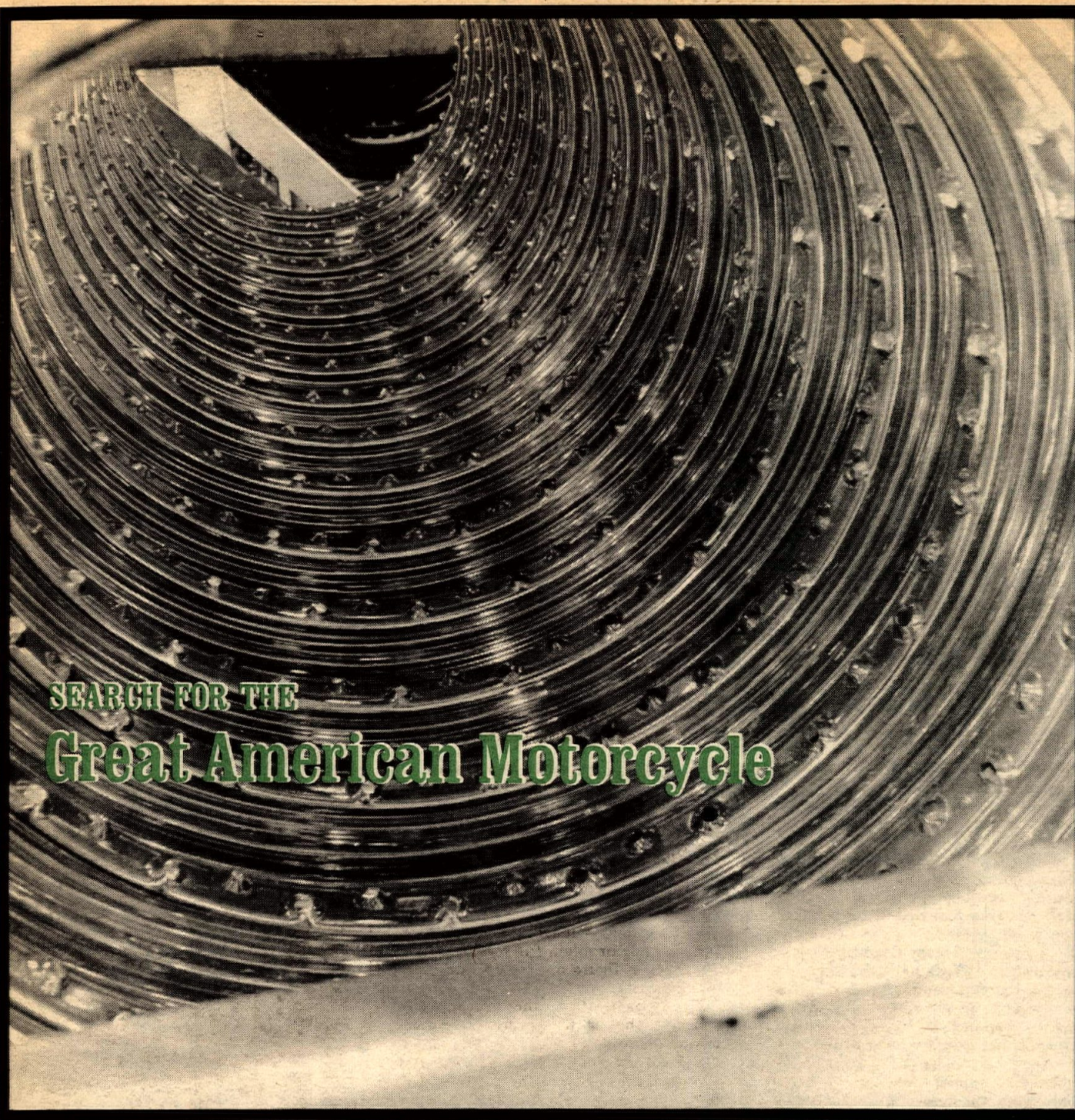
OPEN EX
Bob Balentine KTM
Heath Hibbard Yam
Morgan Malloco Yam
OPEN AM
Scott Pfeiffer Yam
Prosperous Shepard Yam
OPEN NOV
Wayne Pillers Yam
Chuck Fowler Yam
OPEN BEG
Larry Fulkerson Hus
Bill Maddocks Yam
Ken Renaux Yam
250 EX
Rustey Sanderson Bul
Doug Winchell Suz
Randy Fleming Yam
250 AM
Dean Kirk Yam
Tony Steffins Yam
250 NOV
Jeff Cauby Yam
Chris Gray Hus
Ron Richey Hus
250 BEG
Matt Dobric Bul
Gary Ames Hon
Craig Crandall Yam
0-200 EX
Birdie Yam
Jeff Lambson Hon
0-200 AM
Allen Meek KTM
Lee Wilson III Hus
Brett Round Yam
0-200 NOV
Tony Stuart Yam
Randy Coulter Yam
Scott Broussard Yam
0-200 BEG
Norman Larsen Yam
Paul Ford Yam
SR EX
Tom Widicks Yam
Gus Pauli Yam
SR AM
M.S. Dyott Yam
SR NOV
Ed Fitzgerald Oss
SR BEG
Glenn Burke Hon
PP NOV
Kathy Tackett Yam
PP BEG
Carol Ishman Yam
MINI
Scott Atchison Hon

D-37 Side Hack Final Point Standing 1975

1. Robert Sanner, Sr. 300
2. N. Monahan, Jr. 171
3. John Palfreyman 115
4. Ralph Whitney 86
5. Paul Melillo 71
6. James Stevens 66
7. John Sherman 45
8. Thomas Ridyard 37
9. Robert Sanner, Jr. 34
10. Ed Morris 30
11. Mike Parti 23
12. Loren Immken 23
13. Wayne Prescott 22
14. Don Davis, Sr. 21
15. Gil Pagan 21
16. Jerry Eigengidd 14
17. Don Huntley 8
18. Mike Haller 6
19. Roy Harrison 6
20. Darrell Meter 5
PASSENGER
1. Chales Sanner 245
2. Joe Gardner 115
3. William Wheeler 108
4. Perry Melillo 90
5. Leon Van Orsdale 63
6. Norm Jamison 44
7. Robert Elliott 30
8. Mike Nelson 23
9. John Thatcher 21
10. Robert Sanner, Jr. 10
11. Steve Richie 8
12. Richard Barada 7

D-37 Desert Heavyweight Final Club Points 1975

1. Checkers 24028
2. Desert 14482
3. Rovers 13238
4. So. Cal. 9837
5. Desert Foxes 9045
6. Competition 8513
7. Invaders 8416
8. Sled Riders 8244
9. Desert Knights 7921
10. Shamrocks 7273
11. Stumpjumper 5841
12. Desert Barons 5547
13. 100's 5378
14. Vikings 5346
15. Capistrano Valley 4761
16. Pack Rats 4213
17. Prairie Dogs 3604
18. Viewfinders 3312
19. Huntington Bch. 3135
20. Masterlinks 3131
21. S.G.V.M.C. 2689
22. Brush Busters 2583
23. S.B.V.M.C. 2493
24. A.R.M.C. 2024
25. Cactus Cats 1965
26. Badgers 1937
27. Desert Zebras 1852
28. Desert Vipers 1803
29. Simi Valley 1767
30. Jackrabbits 1758
31. Rams 1646
32. Four Aces 1617



SEARCH FOR THE Great American Motorcycle

Day two

York Pennsylvania—Harley-Davidson

The Allegheny Airlines "Sardine Special" from Washington D.C. to Harrisburg, Pa. (nearest airport) discharges its cramped rump

cargo and almost on cue, sheets of rain begin to slant down. It's something of a homecoming. Fifteen years ago, York, Pennsylvania was just a place, another rain-swept bottleneck on the hitch-hike pipeline between Virginia college and upper Pennsylvania girlfriend. Now it's where AMF builds Harleys in a converted naval weapons plant that covers 800,000 square feet of manufacturing and warehouse facilities under roof.

As you enter the long, white administration building, the ancestry of the place becomes readily apparent, as the halls are that same antiseptic two-tone green that has decorated (?) every Federal facility built since somebody bought all that paint.

American Machine & Foundry (AMF), H-D's parent conglomerate, acquired the place at a righteous price when the government decided to dump several excess war plants in 1964. Since then, the place has produced bowling pinsetters, golf carts for the Recreation Products Division, plus bits and pieces

to support AMF's other defense contract work.

When the bowling equipment and golf cart markets began to saturate, the corporate heirarchy took a good hard look at expanding motorcycle output, which for the big Harleys, has historically lagged behind customer demand. The "go" decision to convert the plant to motorcycle assembly came in May, 1972. The country was in the midst of an economic binge, running up against shortages, long leadtimes, and contractors who said, "Sure, call us back in two years, when we're not busy." After being jacked around on schedules and costs until their patience wore thin, the York plant management said, in effect, "Screw it, we'll do it ourselves."

They turned part of their workforce into a bunch of steelhands, fitters and millwrights. They did things like rent a giant crane, drop the entire electrostatic paint line piece by piece through the roof and close the building over it. They literally raised the roof of the main building, restructuring the steel

framework so it would support tons of overhead inventory storage. By mid-January 1973, they had hung the last 8,000 pound cross beam and welded it in place. The concept of overhead monorail conveyor systems for assembly and parts storage had been approved in October '72. By April '73, they were running the first test articles on the heavyweight production line. By summer they were phasing down motorcycle assembly operations in Milwaukee. By year's end, they had built over 25,000 motorcycles in the new plant and the Milwaukee line was shut down totally.

Today, all of the V-twin engines and transmissions are made and assembled in Milwaukee, then shipped to York. The two-stroke singles are still made in Varese, Italy at the Aermacchi facility there. When lightweight sales are good, the Italian engines are shipped to York, where the complete motorcycle is built and assembled on the lightweight line. Right now, with a depressed dirt bike market, all the lightweight models are being made in Italy and the York lightweight line is shut down.

To visualize the layout, H-D plant engineers built a three-dimensional scale model of the plant in an upper room of the office building. It can show in a glance things it would take several flat drawings to define, and then only after careful study. Basically, it helps ensure that two vital pieces of machinery don't wind up encroaching on each other's headspace after the engineers said they'd fit. It also makes a neat

showpiece for visiting reporters, and helps a visitor orient himself; for once in the plant, direction and position within the overall scheme often get lost in a forest of machinery.

In the overall view, work flows in fits and starts from one end of the main high-bay building, where Receiving Inspection puts raw materials and bought-out parts into the system, to the U-shaped final assembly conveyor line at the far end. Once down in the middle of it, however, the macro-view becomes micro — and parts seem to move in a random pattern between work centers. These centers, or departments, are grouped by machine type and capability. For instance, all large capacity hydraulic presses are grouped in one area, all engine lathes that accept long skinny parts in another area, all small overhead-crank-type presses in another, all the multi-station drilling/milling machines over here, and the numerically-controlled Milwaukee-matics over there. Of the 2500 line items (separate parts) in the motorcycle parts-control system, maybe 1500 of them are processed through Brake, Press and Shear and/or the machining area. The parts travel in five foot cubic bins mounted on forklift skids, carried in sequence between operations by a fleet of propane-burning fork trucks. A "lot" of parts in its skid may weigh anywhere from a few hundred pounds to a couple tons. They may bounce all over the plant as their operation sequence dictates, bend here, mill there, drill across the aisle — but inexorably, they move toward a rendezvous with the assembly line.

On the floor, with a blue oily haze hanging in the clanging, ringing air and the grey light slanting across the high bay areas overhead, parts flow seems indeed random, in a classic (stochastic) pattern of work/schedule/flow/sequence among work stations which must be "solved" daily for greatest efficiency by a team of some two-dozen material and production control specialists.

Since money is tight and large machine tools aren't cheap, each machine must do several jobs. (Each machine must be large enough to handle the largest job, precise enough to handle the smallest that might be expected of it. Some of the machinery looks old enough to have come with the deal when the company bought the war plant; others are brand new, reflecting latter-day automation technology.) Key to making one machine do several jobs is tooling. When the schedulers in the front office are doing their job, the plant floor will know days ahead that a certain machine will run, say, a multiple drilling job on a certain part number. Keyed to that part and that operation is a "kit" of everything needed: the jig or clamping fixture to hold the part, the drill bits to cut it, the quick-change fixtures to hold the drills, maybe even a complete multi-spindle head precisely set up in the toolroom and ready to bolt into the parent machine. If the drills are long and skinny, the jig will have drill bushings set in it to protect the drills against breakage and act as an extra support to guide the drill points exactly where they must go.

If a part is big and has a multiple sequence of similar operations, as in the massive forged steel (C1022, a free-machining low-carbon alloy) steering head for the FLH, a whole work center will be designed around it. For this part several large holes must penetrate the solid steel; the 1.5-inch-plus diameter hole for the steering spindle must go clear through, as there are no core holes in the solid forging. For this job, H-D designed and built a special multi-station machining center from scratch, using basic machine components. A worker loads a raw forging into its holding fixture, clamps it down, set the machine running, then has time to service five other machines that cut the other holes, spotface and/or counterbore while the first one is running in automatic cutting sequence. It's a more complex responsibility than the average person's concept of factory work (twist one nut, then twist another just like it), but at least at York on this day, running 180 bikes a day when the plant capacity is over 300, the pace is not killing.

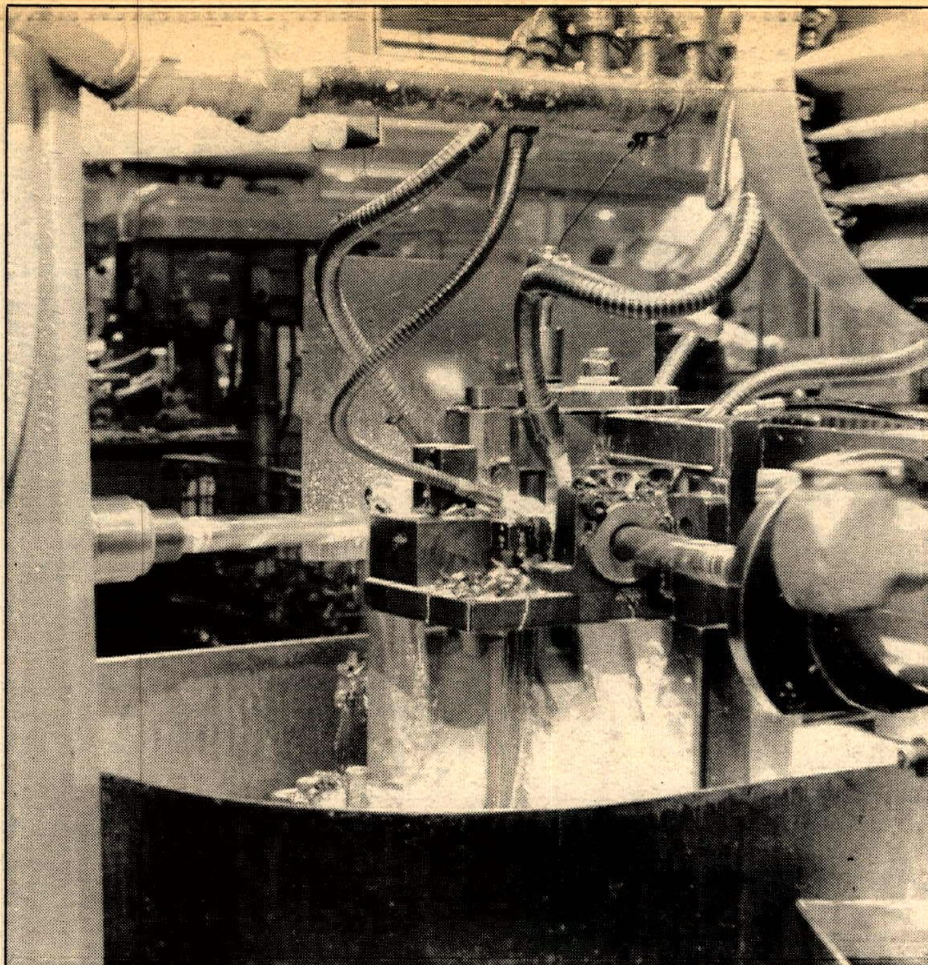
Yet at whatever pace, 180 bikes a day means one bike every two and a half minutes off the end line. If the cycle time on a given job is five minutes, that means to support production it will take two machines working one shift, or one machine working two shifts. The York plant has it solved both ways, depending on the nature of the part, the cost of the machine that does a particular operation on it, how critical that operation might be, and a half-dozen other factors you can only guess at it if you're not into the problem yourself. As it works out, the assembly line runs day shift only, while parts of Press, Brake and Shear or Machining run the clock around.

Let's hit some highlights. The York plant has 60 stamping and draw presses, ranging from 60 tons to 1000 tons capacity. Gas tanks, oil tanks, instrument covers, fenders, various gussets and brackets are all made on this press line. Brake discs and sprockets are blanked from steel plate, then finish-ground and drilled elsewhere.

Wheels are hand-laced at York and taken up finger-tight, then clamped in a concentric fixture to have the spoke nipples run up to a pre-set torque with an air driver. Fine truing is done at a tight station, tube and tire are installed on a specially-adapted tire machine, and static/dynamic balance is done on a reworked automotive-type electronic balancer. Front and rear wheels are run seemingly at random, assembled to their required brake disc and/or sprocket, then loaded onto a conveyor which carries them up into the rafters, letting them down again near Station 34 on the assembly line.

The Milwaukee-matic (mentioned earlier) is a mind-blower of a machining station. Tape controlled, it does multiple operations in sequence, even changing its own tools with a mechanical arm. At the time of the visit, it was running triple-clamps two at a time in a rotating fixture. Everything the machine does is pre-programmed on punched paper tape, running in a computer-like console next to the machine table. Cost of such a gadget, (umm, clickety-click, ding!) a coooool half-million, give or take a few thou.

The massive cast or forged frame parts, like the steering head, are core-drilled so the frame tubes slip-fit in them. Main advantage: the frame parts tend to act as their own jigs, so that a less-complex frame welding fixture is required. Frames are welded up with powered wire-feed MIG machines in multiple bays. The welders work behind heavy yellow vinyl curtains that are supposed to mask the worst of the ultra-violet from the arc, preventing



Scratch-built machining station hides steering head being drilled in box-like fixture.

flare burns to the eyes of curious watchers.

The York plant does all its own chrome plating on a 2.5 million dollar automatic plating machine. Parts are loaded on large hanging fixtures, some which hold a hundred pieces or more, and hung on the loading side. Transferred to the plating tank conveyor loop, they are alternately dunked, raised and dunked from tank to tank in sequence around the complete loop. Each tank has a different solution in it. The part is cleaned, plated with semi-bright nickel (electric current travels from the conveyor itself, which is conductive, through the hanger to each part), rinsed in several stages, bright-nickel plated, rinsed again, finally chromed and rinsed again. At the end, lateral transfer back to the drying loop, run through a drying oven, and off-load.

Since no plating job can be any better than the preliminary surface finish,

there's a whole section of the plant devoted to buffing parts. Some of it is done on automatics; other parts, due to their shape, have to be done by hand. Some of it is automatic first buff, hand touch-up. Count up the chrome goodies on a big Hawg — it works out to a nice, thorny little problem for some engineer who had to figure out how to do them all efficiently.

That paint line they dropped in through the roof is an integrated, automated unit also. An overhead conveyor accepts all H-D's painted parts to run them through the process. Each metal part gets a chromic-acid etch and iron-phosphate solution treatment. The result is a slightly "spongy" surface for paint to adhere to.

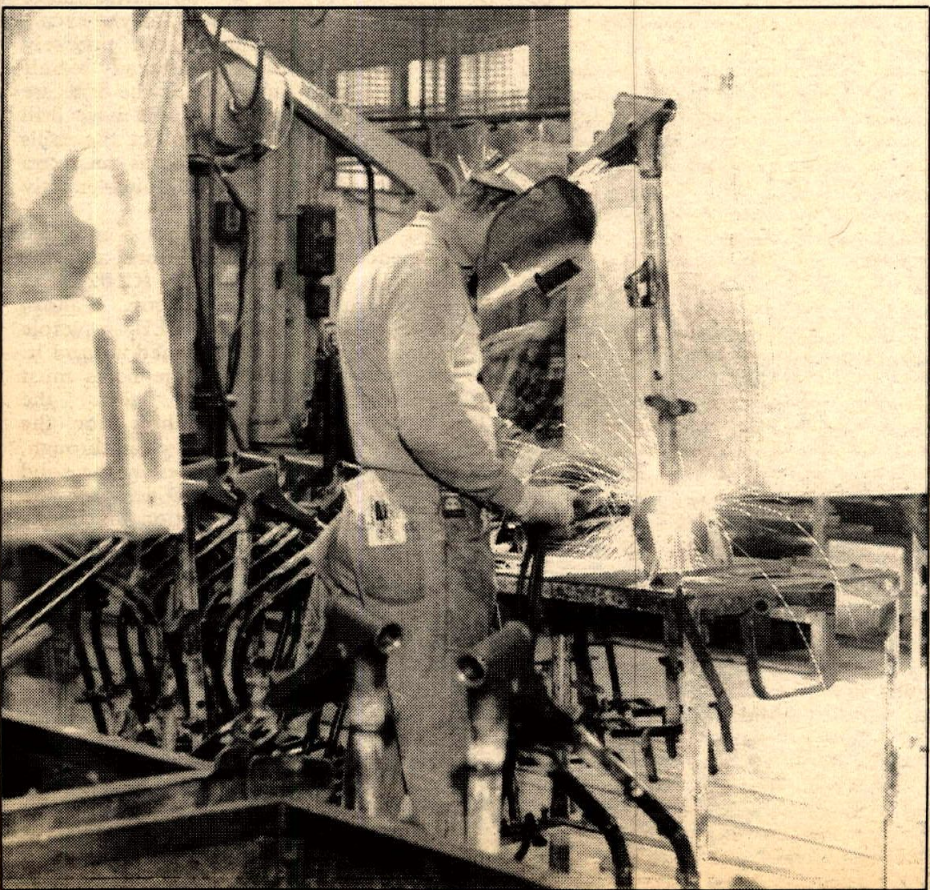
In priming and painting, each part is given a negative charge through its conductive hanger. In each paint booth is a hydraulic column stroking up and down with a spinning, positively-charged disc at its end. The paint particles, spinning off the disc, receive a positive charge from it. The cloud of paint mist, so fine you can barely see it, envelops the part like a lover's arms. Result: an absolute minimum of overspray and wasted paint.

Paint Foreman Fred Groendyk, on this day, had 30 people in his department, hustling parts on and off conveyor, applying trim, touching up, servicing and monitoring work stations. People-count varies up or down as the line is sped up or slowed down to match production requirements.

The painted parts, all shiny in their clear acrylic final coat, get hung at random on the overhead storage conveyor: a maroon Sportster tank here, a bronze rear fender there, a gold Electra-glide tank-half next. They're carried up into the rafters to join other conveyor loops carrying wheels and engines, up to a half-million pounds of stored parts, constantly circulating around and down past the final assembly line. Because the parts are loaded at random, the part you might need to complete a given motorcycle will be along eventually, so you build a big enough "bank" of parts between conveyor and assembly line to even out the "ups and downs" of random chance, and the supply situation works out nicely.

So far, we've gotten the myriad pieces of the Hog to the payoff point — the powered assembly line. Next installment, we'll see the pieces come together into a unique bit of "love it or leave it" Americana.

Slip-jointed frame parts, though heavy, don't require a super-trick welding jig.



PHOTOS COURTESY OF AMF HARLEY-DAVIDSON

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✓ MISSED SHIFTS
✓ SLIPPING CLUTCH
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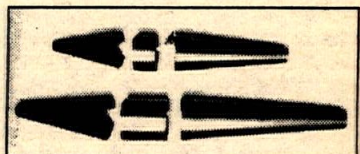


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CALENDAR

Calendar listings are a free Cycle News service. Check on an event by calling the phone number listed before going. Information, changes, and cancellations are the sole responsibility of the promoters. All information MUST be in writing. We will not accept calendar items without the name and current phone number of the

person sending us the information. We are absolutely not responsible for any information given over the phone. We reserve the right to edit all calendar listings and to reject information not meeting our guidelines. All calendar items must arrive by noon Thursday for the following week's issue.

January 16

D-36 SEMI PRO INDOOR ST
Sonoma Cty. Fairgrounds. Exposition Bldg., Santa Rosa, CA. All classes + minis. \$4 entry, 100% p.b. to Ex. Quiet bikes only, class C traction. Sign up 4-6 pm, prac 5-7, race 8 pm. 916/777-6409 or 408/438-3210.

STRADDLELINE SCRAMBLES
Straddle Line Cycle Park, 16 mi. W of Olympia, Wash., on Hwy. 8. NMA & AMA. 206/495-3856.

Jan. 16-17-18

LANCASTER CUSTOM CAR, ROD & MC SHOW
Antelope Valley Fairgrounds, Lancaster, CA. 213/588-1934.

January 17-18

ROAD RACE
Fastrack, Phoenix, AZ. Gate open 8:30 am. W-E R A sanction. 602/985-6359.

SEMI PRO MX
Sears Pt. Raceway, Cal. Hwy. 37 & 121. D-36 & AMA. 707/938-8448.

January 18

D-36 SEMI PRO MX
Sacramento Off-Highway Vehicle Pk. (Formerly McGill Cycle Park). Gate open 6:30 am, sign up closes 8:30 am, prac. 7:30-8:30 am, race 9. Pre entry \$6, post \$8. Ex. \$15. 100% p.b. to Ex. J.C. Promotions, 4724 B. Parkway, Sacramento, CA 95823. 916/391-1241, 635-7061.

CMC JR & INT MX
Saddleback Park, Orange, CA. No Pros. Gate open 7:30 am, prac. 8 am, race 9:30. ABC Leathers & Bell Helmets prizes. Entry \$7 mail, \$10 post. CMC, PO Box 1402, Costa Mesa, CA 92626.

MOTOCROSS
Franklin-On Territorial Rd. just out of Eugene, Ore. Prac. 11 am, race 12. Entry \$4. Sign in 10:30-11:30. Emerald Racing Assn. 503/688-1274.

D-38 DESERT RACE
TB San (Holtville airstrip). E end of Norrish Rd. 2 mi. N of Holtville on Holt Ave. Entry \$7-\$8 for pieplate. Start 10 am. 70 mi. + closed course. Sign up 7-9 am. Imperial Valley MC. 714/352-6633.

CMC MX
Dunlap Cycle Park. 30 mi. E of Fresno. Hwy 180 from Hwy. 99, turn on Dunlap Rd., 4 mi. to track. Gate open 6:30 am, sign up 7:30 am, race 9. 30% trop. 150% p.b. to Pros. Mail entry J/I \$6, Pro \$10. Post J/I \$8, \$12 Pro. Fresno Cycle Center, 2250 E. McKinley, Fresno, CA 93703. 209/233-1834.

D-37 H & H
Red Mtn., Cal. Lined from 395 & Trona Rd. Start 10 am. Entry \$8. Rescue 3. San Bernardino MC. 714/797-9447.

B.O.S.S. CMC MX
Marysville, CA. Under the E St. bridge. All Novices run in AM. Sign up 7 am, prac. 7:30, race 9. Entry Sptsmn. \$8, Pros \$15. Spec. \$3. B.O.S.S. CMC MX, 2210 Kimwood Ln., Rancho Cordova, CA 95670. 916/635-5240.

URA FROSTY CACTUS ENDURO
California City, CA. First rider out 7:31 am. Approx. 60 mi. Entry \$10 mail, \$12 post, \$2 discount for memb. Teams add \$1 per member, no xtra for family teams. Sat. nite community campfire. URA, 6600 Gerald Ave., Van Nuys, CA. 91406. 213/988-2967.

D-38 MOTOCROSS
Carlsbad Rcwyl. Carlsbad, CA. Sign up 7 am, prac. 8, race 9. Nov. sign up 10. \$6 entry, \$3 gate, no card \$2 xtra. No minis. \$3000 rider med. cov. 714/560-0426.

AMA ROUGH SCRAM.
Pioneer Arena, Oakdale, CA. S on Pioneer off Hwy. 120 btwn. Oakdale & Escalon. Ex. \$3.50 at gate + \$2.50 sign up. 100% p.b. to Ex. + \$25 cash each Ex. class. Others \$3.50 ride + \$1.50 2nd bike. Sign up 7:30-10:30 am. Race noon. 209/869-1457.

SIERRA PITS TRIALS
Coalinga, Cal. I-5 to Hwy. 198. W on 198 to Gail Ave., R. on Gail, then R on Derrick then L on Los Gatos Rd. to trials. Start 10 am. Entry \$3 PITS, \$4 non-memb. Good for Beg & Spec. Gate fee \$2.50 per bike. Free camping. 209/935-0544, 935-1008.

D-37 MX
Valley Cycle Park, Moorpark, Cal. \$2 gate, \$6 race. Trop. same day. Gate open 7 am, prac. 8, race 9:30. N on D-37 riders welcome. 714/689-6114.

CRC MX
Indian Dunes, Valencia, Cal. (Intl. cse.) All classes. 30% trop. same day. Cash to Ex. Gate open 7 am, prac. 8-9, race 9:30. \$10 Ex., \$6 sptsmn., Non memb. add \$2. \$3000 med. 213/830-7519.

ATA TRIALS
Rawhide Cycle Park, Lake Elsinore, Cal. Sign up 8:30, ride 10 am. Plonkers. 714/838-1581, 539-4198.

B.O.S.S. CMC MX
Marysville, Cal. under E St. bridge. Nov sign up 7 am - race 9. Ex/I sign up by 1 pm, race 1:30. All classes inc. minis. Entry \$8, Pro \$15. 100% p.b., 30% trop. 916/635-5240.

GROUND SHAKERS
125 MI + H&H
Lined from Salt Lake Hwy & Valley of Fire Road. Moapa to Vegas. Other Dist. cards will be honored. Sign up 6:00-8:00 am, riders meet 8:15, start 9 am sharp. Entry \$10. 702/457-0343.

CMC SEMI PRO MX
Sand Hill Ranch, Brentwood, Cal. Gate open 7 am, race 9. CMC cd. req. 100% p.b. to Ex. 30% brass. Entry Ex. \$15, others \$8. 415/634-3318, 634-2086.

AMC MOTOCROSS
De Anza Cycle Park, Sunnyvale, Cal. Gate open 7 am, prac. 8, race 9. Mail entry. \$7/- \$600 PURSE. \$2 ex. non-memb. \$3000 med. 30% brass same day. 100% Ex. p.b.

MOTOCROSS
Edwards AFB, Cal. Antelope Valley Fwy. to Rosamond. Rosamond Blvd. to Edwards. Corner Forbes & Lancaster Ave. Sign up 7-8:30 am, race 9. Entry \$5. Same day brass. No Pro class. No spec. fee. Desert Wheels MC. 805/258-4250.

STRADDLELINE SCRAMBLES
Straddle Line Cycle Park, 16 mi. W of Olympia, Wash., on I-8. NMA & AMA. 206/495-3856.

CENTRAL

SRAC MX
Colorado Springs, Colo. Aztec Park, 6 mi. E of Peterson Field on State Hwy. 94. 303/443-0825.

80 MI BUDDY RACE
Midado Rcwyl., Stephenville, TX. Cedar Pt. cut off FM Rd. 2157-8 1/2 mi. E, follow signs. One bike, 2 riders, change off. 5 classes, double trophies -4 places. Start 12 noon. Entry \$4 race, \$2 gate. Dale Carlson 817/965-6179.

January 23

D-36 SEMI PRO INDOOR ST
Sonoma Cty. Fairgrounds. Exposition Bldg., Santa Rosa, CA. All classes + minis. \$4 entry, 100% p.b. to Ex. Quiet bikes only, class C traction. Sign up 4-6 pm, prac 5-7, race 8 pm. 916/777-6409 or 408/438-3210.

January 25

MOUNTAIN HIGH MX
34 mi. NE of Fresno, CA. N on Hwy. 41, signs posted from North Fork turnoff. CMC sanction. Sign up 6:30-9 am, prac. 9, race 9:30. 100% p.b. to Pros. Entry \$6 mail, \$8 post, \$15 Ex. Mail entry to PO Box 464, Bass Lake, CA 93604. 209/291-8793.

B.O.S.S. CMC MX
Argyll Park, CA. Hwy. 113, 13 mi. S of Dixon. Novices run in AM. Sign up 7 am, prac. 7:30, race 9. Entry Sptsmn. \$8, Pros \$15. Spec. \$3. B.O.S.S. MX, 2210 Kimwood Ln., Rancho Cordova, CA 95670. 916/635-5240.

MOTOCROSS
Medford MX Park. Kirtland Rd., White City, Ore. All classes Mini thru Open. Kids/Jr/Sr. for Amateurs. 125/250/Open Pro classes 100 p.b. Prac. 8:45 am, race 10:30. 503/772-4680.

BRITISH AMERICAN CUP TRIAL
Purissima Cyn., Half Moon Bay, Calif. 1st round of State Championship. 2 trials in one. Derek 415/365-0289.

D-37 MOTOCROSS
De Anza Park, Sunnyvale, Cal. 15 mi. E on Hwy. 60, take Theodore off ramp, follow signs. Sign up 7 am, prac. 8, race 9. Entry \$6. Free camping. 714/523-8979. Gripsters MC.

STRADDLELINE POKER RUN
Straddle Line Cycle Park, 16 mi. W of Olympia, Wash., on I-8. NMA & AMA. 2nd of 5. 206/495-3856.

CRC MX
Osteen Cycle Park, Pomona, Cal. All classes. 30% trop. Cash to Ex. Gate open 7 am, race 9:30. \$10 Ex., \$6 sptsmn. Non-memb add \$2. \$3000 med. 213/830-7519.

CMC MOTOCROSS
Carlsbad Raceway, Carlsbad, CA. Gate open 6:30 am, sign up 6:30-8:30, race 9. J/I entry \$7 mail, \$10 post. Pro \$12 mail, \$15 post. Mail entry must be rec. by Fri. am before event. CMC lic. req. \$3000 med. cov. P.O. Box 1402, Costa Mesa, CA 92626.

DRA HARE SCRAMBLES
Lined from 17 mi. N. of Adelanto, Cal. Hwy. 395. R side 2x30 mi. Start 10 am, 20% trop. Fin. pins. \$340 cash purse. \$3000 med. 714/373-4647.

D-36 MOTOCROSS
Plymouth Rcwyl., Cal., from Hwy. 50 Sacto - take Hwy. 16 E to Plymouth. From Placerville I-5, take Hwy. 49 E to Plymouth. Gate open 6 am, race 9. Entry \$8/\$15, \$3 watch. 100% p.b. to Ex. SVS, PO Box 221, Sutter Creek, Cal. 95685. 916/961-1211.

CMC SEMI PRO MX
Sand Hill Ranch, Brentwood, Cal. Gate open 7 am, race 9. CMC cd. req. 100% p.b. to Ex. 30% brass. Entry Ex. \$15, others \$8. 415/634-3318, 634-2086.

D-37 H & H
Red Mtn. area. Lined on Trona Rd. from Red Mtn. 10 am start. \$8 entry. Desert MC 213/355-6078.

CENTRAL

SRAC MX
Castle Rock, Colo. Exit 80 off I-25 W across Railroad tracks then S & W to track. 303/443-0825.

January 25-26

24 HR ENDURANCE RACE
Chadron, Nebraska. Go to Bike Shop or Fairgrounds. Race starts at Fairgrounds. Pre entry \$30 team, Post \$40. First bike out at 12:01 pm. P.R.C.A., PO Box 1125, Chadron, Neb. 69337. 308/665-2214.

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Race Schedule

CRC 213-830-7519
Jan. 18-Indian Dunes (Int'l. Track)
Jan. 25-Osteen's Cycle Park
Feb. 1-Indian Dunes (Shadow Glen Track)
Feb. 8-DeAnza Cycle Park

January 30

AMA PRO INDOOR CHAMPIONSHIP
Cow Palace, San Francisco, CA. Benefit for Frank Gillespie. Prac. 6:30 pm, race 8:15. 408/437-3210.

SAN BERNARDINO INDOOR MC SWAP MEET
National Orange Showgrounds, San Bernardino. 6 pm to 11 pm. Admission \$1.75. Kids under 5 free. 213/588-7310.

D-36 SEMI PRO INDOOR ST
Sonoma Cty. Fairgrounds. Exposition Bldg., Santa Rosa, CA. All classes + minis. \$4 entry, 100% p.b. to Ex. Quiet bikes only, class C traction. Sign up 4-6 pm, prac 5-7, race 8 pm. 916/777-6409 or 408/438-3210.

INDOOR ST GILLESPIE BENEFIT
Cow Palace, San Francisco, CA. Pro indoor short track. \$1 from each adult ticket goes to Gillespie fund. Open 6 pm, race 8:15. \$4 adults.

SCRAMBLES
Straddle Cycle Line Park, 16 mi. W of Olympia, Wash., on I-8. Cash for Bs & minis. NMA & AMA. 206/495-3856.

Jan. 30-Feb. 1

RUSS DARNELL MX SCHOOL
Argyle Park, Dixon, Cal. \$30 entry. Open to all ages and skill levels. Minis welcome. Camping avail. at track. For info & reservations: 213/367-1722, 916/678-3592.

February 1

CMC GRAND PRIX
Dunlap Cycle Park, Fresno, CA. Hwy. 180 to Dunlap turnoff, 5 mi. to Dunlap 100 mi. GP. Prac 9-10 am, race 10:30. All classes, incl. 1st time Beg. Same day trophies. Entry opens Jan 1 \$8 mail, \$20 post. Mail entries to 4113 N. Marks, Fresno, CA. 93711. 209/229-9616.

D-37 GOLDRUSH ENDURO

Lined from Hwy. 14 on Red Rock-Randsburg Rd., also from Red Mtn. on Hwy. 395. First man out 8:01 am. Approx. 85 mi., C riders go 1 loop. Entry \$9 mail, \$11 post. Prospectors MC. Earl Wilson, 1547 W. 219th St., Torrance, CA. 90501. 213/328-5214.

CMC ROAD RACE
Willow Springs, CA. Hwy 14 to Rosamond, go W on Rosamond Blvd. about 5 mi, track on R. Gate open 7 am, prac 9, race 12. Entry pre \$12, post \$18. Pat Manning, 3407 W. Olive, Burbank, CA 91505. 213/842-7433.

MOTOCROSS
Franklin-On Territorial Rd. just out of Eugene, Ore. Prac. 11 am, race 12. Entry \$4. Sign in 10:30-11:30. Emerald Racing Assn. 503/688-1274.

PITS BEGINNER TRIALS
Murderers Gulch, Auburn, Cal. I-80 E from Sac. Forest Hill exit, follow PITS signs. Riders meet 9:30 am. Entry \$3.50, \$4. For riders that want to try observed trials. 916/489-1922.

CRC GRAND PRIX
DeAnza Cycle Park, Riverside, Cal. 1 hr. races on 7 mi. course. 20% trophies & Heavy fin. pins. No memb. req. Mail \$8 to CRC 7601 Arlington Ave., Riverside, CA. 92503. Post entry \$10. 714/689-6114.

CRC MX
Indian Dunes, Valenica, Cal. Shadow Glenn cse. All classes. 50% troph. s.d. Cash to Ex. Gate open 7 am, race 9:30. \$10 Ex., \$7 spsmt. Non memb. add \$2. \$3000 med. 213/830-7519.

D-36 HARE SCRAMBLES
1 mi. E of Plaster City, Cal. on Evan Hew Hwy. (old 80), marked from Octotille. (I-8) E & Dunaway Rd. W 90 mi. Start 10 am. Entry \$7. Riders meet 9:30. Sign up Sat. 7 pm, Sun. 7 am. 714/274-3841.

GRAND OPENING CYCLE WORLD MX RANCH
Downtown Bullhead City, Az. on the Colo. River. 1-1/3 GP course. Entry \$6 spsmt., \$15 Pro. 100% p.b. Memb. req. \$1 extra non-memb. Gate open 7 am - 9:30, race 10 am. (AZ time) Free camping. 602/757-8303.

D-37 TT SCRAMBLES
Elsinore Raceway, Elsinore, Cal. Hwy. 71 at Lugonia. Sign up 8 am, prac. 9, race 10. All classes. Riders MC. 714/674-5383, 826-1286.

CENTRAL

WOODVILLE SCRAMBLES
U.S. 69 S from Woodville, TX. 8 mi. to Hillister, TX., then 5 mi. E to old country store & follow red arrow to camp site. Banana Hill area. Start 11 am, riders meet 10:15 am. Entry \$6 pre, \$12 post. Texas Gulf Coast

Cycle Event, 5321
Beaumont St., Groves, TX. 77619. 713/722-7926, 962-2987.

February 4

NORTHWEST PRO INDOOR ST CHAMPIONSHIP
Seattle Center Coliseum, Seattle Wash. Tech. 2 pm, gate opens 2 pm, prac. 6 pm. Race 8. \$1500 purse. 1st race of 3 race series with \$6000 total purse. Rider entry info: 503/285-7060, other info: 206/631-1550.

February 5

NORTHWEST PRO INDOOR ST CHAMPIONSHIP
Portland Memorial Coliseum, Portland, Ore. \$3000 purse, Tech 2 pm. Gate opens & time trials start 6 pm, race 8. Second of 3 race series. Rider entry info 503/285-7060, other 206/631-1550.

February 6

NORTHWEST PRO INDOOR ST CHAMPIONSHIP
Benton Cty Short Track, Corvallis, Ore. \$1000 purse. Third of 3 race series. Tech 2 pm. Gates open & time trials start 6 pm, race 8. Rider entry info: 503/285-7060. Others 206/631-1550.

D-36 SEMI PRO INDOOR ST
Sonoma Cty. Fairgrounds. Exposition Bldg., Santa Rosa, CA. All classes + minis. \$4 entry, 100% p.b. to Ex. Quiet bikes only, class C traction. Sign up 4-6 pm, prac 5-7, race 8 pm. 916/777-6409 or 408/438-3210.

February 8

UEA RIDE ON ENDURO
Anderson Dry Lake. Lined from Lucerne, CA. Benefit for Desert Defense Fund. Mail entry \$9.50, -16 \$7.50. Two & three man teams add \$1 per rider. Post entry \$11.50 (all). 2 SASE to UEA, 1443 S. Pine St., Fullerton, CA 92633. 714/871-9677 or 213/431-2481.

AMA ROUGH SCRAM.
Pioneer Arena, Oakdale, CA. S on Pioneer off Hwy. 120 btwn. Oakdale & Escalon. Ex. \$3.50 at gate + \$2.50 sign up. 100% p.b. to Ex. + \$25 cash each Ex. class. Others \$3.50 ride + \$1.50 2nd bike. Sign up 7:30-10:30 am. Race noon. 209/869-1457.

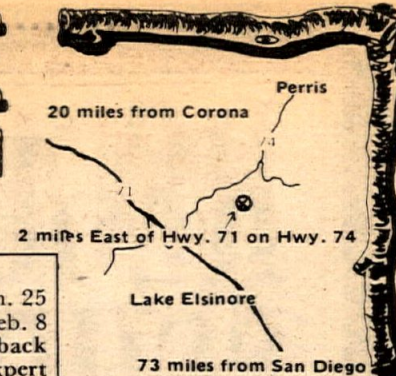
RAWHIDE CYCLE RANCH

Motocross

Race Schedule

Jan. 18 Jan. 25
Feb. 1 - Dist. 37 Feb. 8
30% Trophies 100% Ex. payback
\$6 Sportsman \$10 Expert

Gates open 7 am
Practice 8 am 1st race 9 am
\$3,000 Rider medical insurance



For info..
213-928-4552

Race with AME

1st Sunday—Valley Cycle Park

Gate opens 7:00 Sign up 7:00-8:30
Practice 8:00-9:00 First event 9:30

2nd & 4th Sunday—Indian Dunes Park

Gate opens 7:00 Sign up 7:00-8:30
Practice 7:30-8:30 First event 9:00

Beg, Jr, Int \$7 Mail, \$10 Post, Pros
\$12 Mail, \$15 Post.

AME License required—\$7 per year

\$4000 MEDICAL INSURANCE

SANCTION AVAILABLE

A.M.E., PO Box 1421
Reseda, CA 91335 213-881-5778

DRA Join Up Now

Desert Racing Assoc.

\$15 per year

Out of state & No. Calif. 1/2 price
Put the Fun Back in Your Desert Racing with a '76 DRA Membership

30 Times a Year

All Classes:

Beg, Nov, Am, Ex, Senior, PP, Mini

Participate in Points Program

Rider Point Fund

Club Points — Shop Points

Trophies — Pins — Cash

4/Wheel Radios — Rescue

\$3,000 Rider Medical Insurance

DRA, PO Box 2605, California City, CA 93505,

info: 714-373-4647

What's happening? CALENDAR

Every Wednesday
Night MX
Starting Jan. 21st
O.C.I.R.

RACE SCHEDULE
Jan. 18 - DeAnza
Jan. 25 - Saddleback
Feb. 1 - Carlsbad
Feb. 8 - Saddleback
INFO 714-581-2778

District 37 Motocross

Valley Cycle Park

Jan. 18

3 - 15 minute Motos

CRC 714-689-6114

FREE CALENDAR LISTING

All events must be received by noon Thursday to appear in the upcoming week's Cycle News. No listings can be accepted by phone. Fill out blank at right and mail to: Cycle News CALENDAR, P.O. Box 498, Long Beach, Ca. 90801.

You must fill out this form complete with your name and phone number (so we can check back with you) and mail it in plenty of time for it to reach us by noon Thursday, in order for it to

appear in the next week's Calendar section. The more weeks it runs, the better you look — so get it in early! No phone calls, please. We can only guarantee accuracy on items we get in writing.

Date of Event	Time of event
Type of event (TT, MX, Enduro, etc.)	
Entry fee	Sanction
Location	
Mailing address	
How to get there	
Additional information	
Number to call for info (with area code)	
Your name	

January 20, 1976 CYCLE NEWS

REGULARLY SCHEDULED EVENTS

This section has been split into two parts (West and Central) to reflect the merger of Cycle News Central with the West paper. To list your regularly-scheduled event, use the Free Calendar Listing blank on these pages, fill it in completely and be sure to earmark it for "Regularly Scheduled Events," "West," or "Central." Events will automatically appear each week until cancelled. Listings and cancellations should be addressed to the Calendar Editor.

ABC & BELL

ALL JUNIOR INTER MOTOCROSS

Saddleback Park January 18

Minis thru 500s Super Prizes 1st thru 4th

No Pros

CMC Sanctioned info: 714-558-1584

DeAnza Grand Prix February 1

One hour races on an ALL Dirt 7 mile course. No membership required. Trophies & Heavy Duty Pins.

Mail \$8 to:

CRC

7601 Arlington Ave.
Riverside, CA 92503

Post entry \$10

714 689 6114

Perris Racetrack Every Sunday

January 4 thru February 22

Gates open 6 am. Practice 9 am

1st Race 10:15 am

TT - Scrambles - Short Track

30% Trophies

8 week high point series

info: 714-925-2871 after 6 pm

Ride With The Best Continental Moto-Sport Club

1st and 3rd SUNDAYS - SADDLEBACK
Jrs., Inter.: \$7 mail, \$10 post; Pros: \$12 mail,
\$15 post Gate opens 7:30, sign-up 7:30-8:30,
practice 8:00-9:00, first event 9:30
2nd and 4th SUNDAYS - CARLSBAD
Jrs., Inter.: \$7 mail, \$10 post; Pros: \$12 mail,
\$15 post Gate opens 6:30, sign-up 6:30-8:30,
practice 7:30-8:30, first event 9

ALL 5th SUNDAYS - SADDLEBACK
EVERY FRIDAY NIGHT - IRWINDALE

CMC LICENSE REQUIRED \$8.00 PER YEAR

\$3000.00 MEDICAL INSURANCE

CMC NO.1 RECEIVES NEW VAN!!

CMC Box 1402

Costa Mesa, Ca.

(714) 557-3323 MON-FRI 10am-3pm 92626

Cycle News Want Ads do it.



\$600 Purse MX
DeAnza Cycle Park Jan 18
714-581-2778



WEST

Motocross

CANYON RACEWAY
Phoenix, Ariz. Black
Cyn. Fwy. N to Carefree
Hwy. L to Lake Pleasant
Rd. 602/992-0359. Every
Sunday.

CARLSBAD RCWY
Carlsbad, Calif.
714/729-3492. Husqvarna
2nd & 4th Saturdays.

CORONA RACEWAY
Corona, Calif. R.A.C.E.
MX. 714/689-1913,
735-1705.
Every Friday night
(HSMX), Every Saturday.

CYCLE WORLD RANCH
Downtown Bullhead
City, Ariz. on the
Colorado River.
602/757-8303. Every 1st &
3rd Sunday.

DeANZA PARK
E of Riverside, Calif. on
Hwy. 60, take Theodore
exit. 714/653-2633,
735-1301. Every Saturday.

ELSINORE RACEWAY
Lake Elsinore, Calif.
Hwy. 71 at Lugonia Ave.
714/826-2386, 674-5383.
Every Sunday.

ESCAPE COUNTRY MX
Trabuco Cyn., Ca. San
Diego Fwy to El Toro exit,
E 13 mi. 714/586-7964.
Every Sunday. Every
Saturday.

EUGENE MX
Eugene, Ore. I-5 to 125
W in Eugene to Danebo.
11th & Danebo in Eugene.
503/344-0140. Every
Sunday.

FLY-N-RACEWAY
Thermal, Calif. 6 mi. S
from Indio, take Airport
Rd. to track.
714/328-4512. 1st & 3rd
Sundays. AME MX.

IRWINDALE RACEWAY
Irwindale, Calif. CMC
Nite. 714/557-3323. Every
Friday.

LIVE OAK RCWY
9 mi. N of Yuba City,
Calif. on Hwy. 99-signs to
track from stop light. Live
Oak Racing Assoc.
916/673-1090, 673-7767.
Every Saturday.

ORANGE CTY.
INT. RCWY.
Irvine, Calif. AMC Nite
MX. 714/581-2778. Every
Wednesday.

RAWHIDE
CYCLE RANCH
Elsinore, Cal. 2 mi. E of
Hwy. 71 on Hwy. 74.
213/928-4552. Every
Sunday.

SADDLEBACK PARK
Irvine, Calif. S.A.M.
714/830-8010. Every
Saturday.

SUNNYVALE PAL MX
Sunnyvale, Calif. U.S.
101 to Hwy. 237 to
Caribbean Way, to track.
408/253-5497. CMC every
4th Sunday.

395 CYCLE PARK
Adelanto, Calif. On
Hwy. 395. 714/246-6109.
Every 2nd & 4th Sunday.

VALLEY CYCLE PARK
Hwy. 23 & Tierra
Rejada Rd. S of Moorpark,
Calif. 805/529-9546. Every
Sunday.

Dirt Track

ELSINORE RACEWAY
Lake Elsinore, Calif.
Hwy 71 at Lugonia Ave.
Night TT. 714/826-2386,
674-5383. Every Saturday
night.

CYCLE LAND SPDWY
14 mi. S of Chico, Ca.
on 99 E. 916/342-9302,
342-4216. Rough
Scrambles every Sunday.

PERRIS RACEWAY
Perris, Ca. Btwn. Hwy.
395 & Hwy. 71 on Hwy.
74. 714/925-2871. TT &
ST every Sunday.

395 CYCLE PARK
Adelanto, Calif. Hwy.
395. 714/246-6109. TT &
HM 1st & 3rd Sundays.

Meetings

M.O.R.E.
Orange Cty. Chapter.
OCMC Clubhouse: Trask &
Newhope St., Garden
Grove, Ca. 714/542-8964.
1st & 3rd Tuesdays.

M.O.R.E.
San Fernando Chapter:
1523 Fifth St., San
Fernando, Ca.
213/361-8530. 2nd & 4th
Tuesdays.



CENTRAL

Motocross

ARMADILLO
MOTOPARK
Irving, Texas. County
Line Rd. S from Hwy 183.
Track 2 mi. on R.
214/252-7864. Every 2nd
Sunday Pro-Am. Every 4th
Sunday Jr/int.

AUSTIN MX PARK
Austin, Tx. Pro-Am.
512/451-2326. Every 1st,
3rd & 5th Sunday.

BIG CREEK PARK
Near Lake Summerville,
Tx., next to Big Creek
Marina. 713/822-9430.
Every 2nd & 4th Sunday.

BIG DIG
Albuquerque, N.M.
Broadway to Los Piarcos
Rd. S, turn L cross bridge
& turn L to Albuquerque.
1 mi. past Drag. 1
505/298-7013. First
Sunday.

BLOOD, SWEAT
& GEARS INC.
Stillwater, Okla. I-35 to
Stillwater, exit (Hwy. 51),
E 4 mi., then 2.5 mi.
405/336-5173. Nights.
Every 1st & 3rd Sunday.

CENTEX MX PARK
Cameron, Tx. 4 mi. W of
Cameron on Hwy. 36 &
190 towards Temple.
Pro-Am. 817/697-2835.
D-20. Every 1st & 3rd
Sunday.

COAL CREEK RCWY
Lafayette, Colo. I-25 N
out of Denver to Hwy. 7,
W on 7. 4 mi.
303/443-0825. 2nd
Sunday.

DAVIS
Davis, Ok., 3 mi. S of
Davis on Hwy. 77, or 1/2 mi.
N of I-35 on Hwy. 77.
405/369-2117. Every 2nd
& 4th Sunday.

DENTON VALLEY MX
From Dallas, Tx., take
I-35 S to Loop 288 exit, W
till light. N on McKinney
Rd. past Mayhill to track.
817/382-1607. Every 2nd
& 4th Sunday.

INDIAN
TERRITORY RCWY
Prague, Okla. 5 mi. N of
Prague on Hwy. 99-then 2
mi. W & 1/2 mi. N.
405/567-2241. 1st & 3rd
Sunday.

K & R PAULS VLY
Exit I-35 at Paoli, Okla.,
4 mi. E, follow signs. Pauls
Valley, Okla.
405/484-7546. Every 1st &
3rd Sunday.

LAKE WHITNEY
CYCLE RANCH
Lake Whitney, Texas.
I-35 to Hillsboro, W on
Hwy. 22, about 15 mi. to
R. 2960. Left 3 mi.
817/694-2901. Every 4th
Sunday.

LONG ACRES
12 mi. W of Mannford,
Okla. on old Hwy. 51.
918/865-4028. Every other
Sunday.

LONGVIEW TX
I-20 past Kilgore, Tx.,
exit FM 2087 R, first
house on R.
214/663-0011. Every 4th
Sunday.

MOSIER VALLEY
MX PARK
Euless, Texas. Hwy. 157
N from Dallas-Ft. Worth
Tpk. (I-20) 5 mi. L on
Mosier Valley Rd. to track.
Pro-Am. 817/267-9153 or
277-9917. Every 1st, 3rd &
5th Sunday.

OAK HILL
Between Alvord &
Decatur, Tx. on Hwy.
287-81. Exit at Mt. Zion
Rd. 817/427-2663. Every
2nd & 4th Sunday.

OAK RIDGE PARK
Lufkin, Tx. 3 mi. E of
Lufkin on Hwy. 103.
Pro-Am. 713/634-3122.
First Sunday.

OAK TREE MX PARK
1 mi. off Hwy. 35 on
FM 46, Danbury, Texas.
713/849-2461 or
922-1145. AMA Every 2nd
& 4th Sunday.

PARADISE VALLEY
MX PARK
Alvarado, Tx. 3 mi. S of
Alvarado on I-35 W,
Greenfield & Varnsville,
exit 2 mi. E follow signs.
Pro-Am. 214/330-8606.
Every second Sunday.

RIO BRAVO PARK
Houston, Texas.
713/991-3230 or
458-0090. Every 2nd, 4th
& 5th Sunday.

RUSK MX PARK
3 mi. NE of Rusk,
Texas. on FM 768.
214/683-2811 days,
683-4750 eves. Every 4th
Saturday.

SAN ANGELO TX
S on Hwy. 277 8 mi.,
then W 2.2 mi., follow
signs. San Angelo, Texas.
915/655-5061. Every 3rd
Sunday.

SAN MARCOS
MOTOPARK
San Marcos, Texas.
512/392-5979. Every 2nd
& 4th Sunday.

SEMINOLE CTY
MX PARK
Seminole, Okla. 9 mi. S
of Seminole on new Hwy.
99. Pro-Am.
405/382-5818. Every 1st &
3rd Sunday.

SOONER MX PARK
Amber, Okla. 37 mi. SW
of Okla. City, take Hwy.
37 to Tuttle, then Hwy. 92
S to Amber. Amateur.
405/672-9629, 239-8532.
Every 1st & 3rd Sunday.

SOUTHWEST MX PARK
3 mi. S of Lockhart, Tx.
on Hwy. 183.
512/398-3328. Every 4th
Sunday.

SQUABBLE CREEK
Rockwall, Texas. I-30 to
Rockwall exit, Hwy. 205,
turn N, 6 mi. thru down,
to FM 552, then L to
track. 214/272-6376.
Every 1st, 3rd & 5th
Sunday.

SEMMONS CYCLE PARK
I-35 btwn. Carrollton &
Lewisville, Tx., exit Sandy
Lake Rd. Go N. 3 mi. on
R. 214/241-4270. 1st, 3rd
& 5th Sunday.

SWAN TEXAS
6 mi. N of Tyler, Tx. in
the Piney Woods.
214/561-1463. Every 1st &
3rd Sunday.

TWIN OAKS PARK
13 mi. NE of Claremont,
Okla., on Hwy 66, to end
of 4-lane. 1 mi. E, 1/4 mi. S.
look for signs.
918/341-1143. Every 2nd
& 4th Sunday.

Dirt Track

BAYTOWN RACEWAY
Baytown, Tx. Exit I-10
at North Main exit, 2 mi. N
of I-10. Pro-Am.
713/576-6025. Every
Sunday.

COLO. NAT'L
SPEEDWAY
Erie, Colo. 20 mi. N of
Denver on I-25 & follow
signs for Pro-Am.
303/443-0825. Every 1st &
3rd Friday.

DeANZA RACEWAY
Claremore, Okla. Short
Track. 918/446-6650.
Every Friday night.

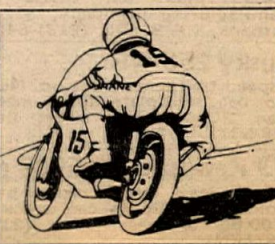
THUNDERBIRD PARK
5 mi. E of Claremore,
Okla. 918/341-8282. Every
Saturday night.

WILL ROGERS
MEMORIAL CENTER
Barn 8, Ft. Worth,
Texas. 817/268-0681,
214/276-0409. Every
Saturday night.

Hillclimb

DALLAS TX
Btwn. Hwy. 80 &
Dallas-Ft. Worth Tnpk in
Dallas. 214/337-7534.
Every 3rd Sunday.

LAKE WHITNEY RANCH
Lake Whitney, Tx.
Texas Hillclimbers Assn.
214/337-7534. First
Sunday.



WANT ADS

'74 CZ 400 red frame

Rebuilt forks, Curnutts, Mikuni, Motoplat ig., x-tra hvy. wheels & spokes, desert tank, new top end. Must sell to first \$850.00/offer. (714) 836-6386. (1/2x)

1974 SUZUKI TM 400, extras, sell or trade. Call Joe (213) 566-1886. (2)

1971 Yamaha 125 dirt bike

Ported, 30 Mikuni, Webco head, down pipe, new piston and rings, cantilevered Boge shocks, Webco fork kit, very fast, must see to appreciate, \$299. (213) 591-6914. (2)

Desert ready mono

'75, 360 YZ, lighter, faster than 400. Vesco, J-bars, trick shock, 350/450 6 plys, wide ratio trans., ported, Petty fenders, heavy spokes, etc. \$995.00 (a bargain). (714) 842-6357. (2)

'68 HONDA 160 TWIN basket case. Top end rebuilt, not even used yet. \$90 or best offer. 5" Curnutts, \$30. (213) 920-3106. (2)

TD-3 Yamaha flattacker

Completely rebuilt engine, very fast, extras, \$1400.00 plus shipping. After 7:00 p.m. (213) 587-7244. (2/2x)

'74 Yamaha RD350A

Best offer over \$500. (213) 375-4400. (2)

'73 1/2, 250 MT CR top end

Laid down Boges, new knobbies, street equipment, \$450.00. (213) 379-0941. (2)

'74 YAMAHA 100 MX, many extras, excellent condition, \$450.00. (213) 446-6622. (2)

1975 MAICO 250 RADIAL, alloy tank, D.I.D.s, Metzlers, works fenders, Twin-Air filter, Magura controls, Wheelsmith pipe, Andre bars, top maintenance, \$1100.00. (213) 944-8414. (2)

'75 Husky GP

250cc, ported and Sun rims, ex. cond., \$1095.00. 250 Elsinore, F/MT shocks, K&N filter and bars, brass bushing, ex. cond., \$595.00. (714) 783-1667. (2)

Indian mini MX

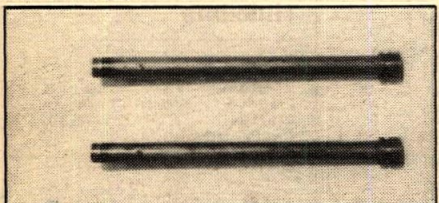
80cc mini cycle, everything new or like new, perfect condition, knobbies, plastic fenders, plastic tank, expansion chamber. Great deal. Asking \$225.00. (213) 227-8982. (2)

KAWASAKI F-81M 350, 240 lbs., fresh bore, fork kit, Betors, new tire, Skyway, K&N, floating rear brake, very quick, \$600.00. (213) 361-3180. (2)

'75 CR 125 Elsinore

30mm Mikuni, clean, never raced, \$650.00. Call Dick (213) 473-9992. (2)

1972 RICKMAN 250, fresh Kendrick engine, fast, immaculate, \$500. (213) 345-4031. (2)



Honda fork kit 8 1/2 inch

Fits 250 Elsinore. Our kit gives you a smoother ride with more precise damping, \$24.95 plus tax. CODs OK. Hilesalu Manufacturing Company, 322 North Lima, Burbank, CA 91505. (213) 842-3280. (1/3x)

Husky 250 WR

5 speed trail/enduro set up. New bars, Konis, tool bag, skid plate, speedometer, ridden less than 2000 miles, street licensed. (714) 528-5312. (1/2x)

'73 Kawasaki F9 5000 mi.

Super clean, never raced, previous owner broke his body in car wreck — must sell! \$700.00 or best offer. (213) 464-2341. (49/TFN)

"Munari & Norstar boots"

\$59.95

Will ship anywhere. S & L Yamaha, 5938 Pacific Boulevard, Huntington Park, California 90255. (213) 587-7244. (46/TFN)

Dealer closeout specials

New 1975 Bultaco 250 Alpina, \$850.00. New 1975 Bultaco 360 Pursang, \$1150.00. Used 1972, 250 Alpina, \$425.00. (503) 839-4321 evenings. (1/2x)

NEW 360 BULTACO ASTRO — \$1625 one only; 125 BULTACO PURSANG, 2-1974s, 1-1975; 200 PURSANG, \$1100; one 1974 MATADOR ISDT, \$1050; 1976 S.T. — \$1425. (214) 561-4747. (50/4x)

Bilsteins, \$83.95***

Boges, \$43.95. Laydown suspension, most bikes, \$65.00. Cases & frames repaired, Magnaflux inspection. Al Baker fork kits for all R.M. Suz., \$29.95. G.S. Sigman Car Engr. (213) 830-4678. (50/3x)

\$15/30/5 LIABILITY INSURANCE, 12 months rates: 70cc's \$24, 250cc's \$38, 500cc \$60, 650cc's \$73, 1200cc's \$85. (All other coverages available). (213) 679-3318. California Motorcycle Insurance Agency, Box 92867, Los Angeles, CA 90009. (1/TFN)

'74 Husky 400 WR

Vesco, Curnutts, Poppy. Pro-fab swingarm, excellent condition, \$950 or best offer. (714) 962-7822. (2)

'74 Honda Elsinore

Very clean, excellent condition, \$450.00 firm. (213) 336-8618. (2)

'74 Bultaco 250

Excellent condition, moved up Boges, fresh bore, super porting, very reliable bike, much more. Must sell, please call for more details. \$750.00. Bruce (714) 492-0214. (2)

Fast Bul

1975, 360 Bultaco, super trick, lay down shocks, ported, 250 ignition for quicker RPM & lots more. Bike at Al Ander or call and ask for Jeff Eierstedt (213) 863-6144. (2)

Never ridden 250 Maico

Excellent condition, extras, \$800.00/best offer. (714) 847-0885 or (714) 847-5959. (2)

DKW 125 Hornet

'72, like new, hasn't been ridden in 2 years, ported, E.C. Birt pipe, Vesco Skinny-fat tank, and many more extras. \$400.00 or best offer. Hercules leathers, blue, size 32, \$35.00. (213) 461-2779. (2)

1975 HUSQVARNA 360 GP, excellent condition, extras, make offer. (714) 492-3487. (2)

'74, 125 Elsinore

FMS, FMF porting & pipe, excellent condition, \$600.00. (213) 348-0465. (2)

Call us on our tire prices

(213) 289-5301. (43/TFN)

Gary Chaplin MX School

December 27 from 9 to 5 for \$20.00. Limited class. Mail fee now to Gary Chaplin, 27190 20 Mule Team Rd., Boron, CA 93516. (714) 762-5914. (50/3x)

BULTACO PURSANG (3), '72, 350, '73, 250, '74, 360. Low mileage, never raced — loaded with extras — mint condition. Best offer for one or all. After 7 p.m. or weekends (213) 291-7592. (50/5x)

'74 CAN AM — Bought in '75, laid down Boges, excellent condition, \$650.00. (213) 376-7356. (2)

Skilled motorcycle mechanic needed

To work exclusively on off the road racing two strokes — four strokes. Must be able to undertake any type of repairs and work to the highest standards. Permanent job and good working conditions to the right person. Areo PA., 4452 West Bul Valley Rd., McHenry, Illinois 60050. (815) 385-4661. (2/2x)

Honda 125 Elsinore

Emler pipe, F.M.S., custom paint, skid plate, plastic levers, mostly trail ridden, very good condition, must see to appreciate, \$625.00. (213) 341-6898. (1)

Parts manager & mechanic wanted

Service Manager's salary is open, mechanic's salary guarantee with commission. Kawasaki experience preferred. (213) 330-4564 Mel. (50/4x)

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750 Yamaha — Shell frame

Ceriani, S&W, Barnes front & rear, disc brake & quick change sprockets. Four races on bike since built, never down. Invested \$3500.00 — sell for \$2300.00. Mike Clarke (213) 861-2502. (2)

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No. 1 Exp. plate 2 yrs. in Dist. No. 37. Also 1973, 350 Bultaco Astro, very fast, will sell best offer. (714) 826-2386. (2/2x)

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Rebuilt engine, runs good, \$500.00 takes. Phone (213) 336-4122. (1)



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The only bike for a fast Novice. Best offer. (714) 839-7241 or (714) 636-5189. (49/4x)

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Yamaha road racer

TA 250 with 2 fairings, one new, raced only 3 times, only \$1600.00. Like new TA 125 raced twice at Aspen by a 15-year-old girl, \$850.00. Will deliver in Utah, Nev., Calif. Ariz. or Tex. after January 10th. Will take van or pickup in trade. Manka, 2844 Delta Dr., Colo. Springs, Colo. 80910. (303) 635-0138 or (303) 392-4183. (1/2x)

1975 H.D. XR 750

Single — fire mag, 5 plate aluminum clutch, cut rocker arms, H.D. push rods, latest frame modification. Call Steve or Tex (313) 239-9254. (2)

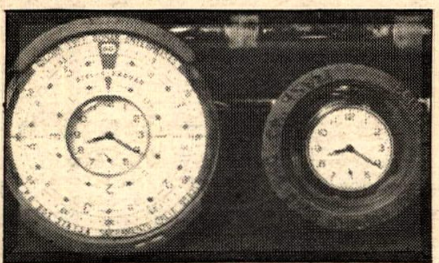
'74 1/2 Husky 400—W.R.—6 speed

Bike new — ridden only 6x, never raced, extras, make offer. Steve Green, days (213) 657-5100, nites (213) 474-0611. (2)

'74 SUZUKI DIRT BIKE, TM-250, fork kit, springs, forward mounted Boges, Inter-Am bars, flywheel, skid plate, excellent condition. \$650.00 or best. (213) 693-7678. (2)

'74 Husky 250 CR

Curnutts, skid plate, never raced, trail ridden only — handles like a champ — good condition — \$800.00/offer. Call after 6:00 p.m. (213) 831-1092. (2)



1) ENDURO TIMEKEEPER ("Dial-A-Enduro") \$29.95 (wo/watch \$23.95). 2) POCKET WATCH HOLDER \$9.95. (10 day trial — \$1.00 for post. & hand. — California residents add tax). Bonard Ent., 3128 Auburn Blvd., Sacramento, CA 95821. (50/TFN)

XR75 80cc super cam & pipe

Won over 50 trophies in 1975. Excellent condition, motocross or desert, completely set up, extras, \$350.00. (213) 944-3057. (2)

1974 Suzuki TM125

Ported, big carb, Boge shocks, lengthened swingarm, T.M. pipe, never raced, low mileage, \$525.00. (213) 423-6063. (2)

Kawasaki 500 and leathers

'71, very clean and dependable, \$525. Also have Bates leathers to fit young person 9-14 yrs., sizes 32 med. jacket, 28-28 pants, scrambles style, worn 6 times. Both are black and in xint. cond., \$75. (714) 892-4501. (2)

MAICO 450cc, 1975, looks and runs like new, \$800.00. Ask for Tom Rea (714) 242-8941. (2)

'73 1/4 Bultaco 350 Pursang

Cantilevered rear sup. 7 1/2", 8" front travel, Mikuni carb., big and small tank, much more, \$675.00. (213) 925-4092. (2)

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Desert ready, clean and reliable. \$650.00 or best offer. (213) 828-9317. (50/3x)



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Argyll Park, Dixon, CA. Jan. 31st & Feb. 1st enter fee \$30.00. Camping at track & learn pro-racing technique. (213) 367-1722 or (916) 678-3592. (2/2x)

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JSRA legal, Honda engine, chrome frame, near new, \$595.00. (714) 838-2902. (2/3x)

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Mint condition, never raced. Private party. \$4500.00. (213) 990-0484. (2)

****BMW****

1967 R-60 excellent condition, 40,000 miles, fairing, bags, & rack, front disc brake, \$995.00 or trade for Yamaha 400 B mono. (213) 672-3444. (2/2x)

CZ-400 must sell, best offer

Mikuni, Konis, much more, perfect condition. Have given up riding. (213) 472-7762. (2)

'75 YZ 360 MONOSHOCK, \$900.00. See to appreciate. '75 YZ 80, \$350.00. (805) 527-2298. (2)

'73 Husky 450 must sell

Great condition, take over payments. (714) 346-7659, \$623.00. (2)

1975, 250 CZ

Works bike — used 3 months — got sponsored — 400 reed — 38 Mikuni — air forks — laid down air shocks — magnum pipe. Call after 5:00. \$1,100.00. (714) 774-3555. (2)

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Must sell, \$975.00. After 5:30 (714) 628-4087. (2)

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Triumph parts for 750cc short rod engine. Need barrel, rods & head, new or used (good shape). Please call JACK VAUGHN (213) 328-1242. (2)

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Wheels laced, \$16.00. Trued, \$6.00. Wheel off machine tire off. Call for appointment (213) 439-8239. (2/TFN)

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'73 CZ 175, like new, been in storage 1 year. Must see to appreciate. Call for xtras, \$550.00/offer. (714) 683-3243. (2)

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Half miler — Ascot ready — No. 3 high point bike in '75. Best offer — Steve Fortune (714) 826-2386. (2/x)

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HONDA SHORT TRACKER, Champion frame, 1975. Quick change, raced less than half of 1975 season. Like new, \$1250.00. (316) 663-9826, Hutchinson, Kansas. (2)

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180cc, 5-speed, ran great until a thief dismantled it. Most parts recovered. (213) 761-3842 or leave message (213) 851-3552. (2/2x)

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Brand new year end sale. 75CR250, \$1088.00. 76MR175, \$780.00 and 76TL250, \$899.00. Open Tuesday thru Saturday, 9 a.m. to 6 p.m. (714) 492-6741. (2/2x)

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Excellent condition, Boge shocks, 82cc, \$350.00. (714) 682-6964. (2)

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Reed valve, LTR susp., G.P. seat, clean and well maintained. \$495.00 firm. (213) 967-1679. (2)

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Lay down Konis — extras. (714) 530-2754. (2)

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\$800.00 or best offer. Engine and trans, just rebuilt, runs strong, many extras, very clean. (213) 570-8510. (2)

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Good condition — ridden only a few times. Air forks, jetted right, only \$1250.00. Call after 6:00 (714) 533-2120. (2)

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Like new, in very good condition and low miles. Must sell soon. \$775.00 or make me an offer! (714) 979-7244. (2)

Hodaka Super Rat, \$250.00

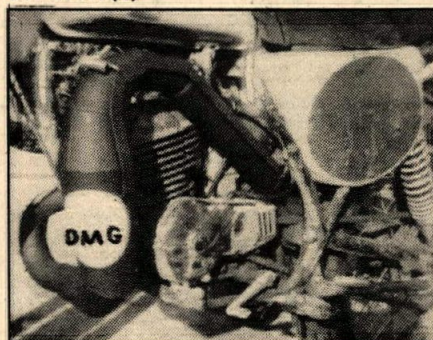
21 x 18 Akronts, MX tank, Petty fenders, reed valve, ported by Weber, Girling shocks. (213) 793-2855. (2)

Elsinore 125

Just rebuilt, reed valve, FMF pipe, F.M. shocks, red frame, and more, \$575.00 or B.O. (213) 323-6704 day, (213) 327-0963 nites. (2)

Must sell KX250 engine, \$400

Still in crate and misc. Honda XL and CR parts — Preg. wife. (714) 636-2976 or (714) 997-7865. (2)



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Renthals, Maguras, custom skid plate, \$475.00. (714) 847-9560. (2)

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Pro-Fab swingarm, Konis with G.P. coolers, Hooker pipe, super reliable, fun bike, \$550.00. (714) 536-8085 ask for John. (2)

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2 sand tires on 22 inch wheels, Plymouth Pattern. \$100.00. Call Jer! (213) 596-6079. (1/TFN)

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1971 Husqvarna 360 stock pipe wanted. Call Ron regarding reasonable prices! (213) 596-8148. (1/TFN)

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TT 500 Yamahas, \$1276.00 out the door. MX 400s, \$1295.00 out the door. S & L Yamaha, 5938 Pacific Boulevard, Huntington Park, California. (213) 587-7244. (2/TFN)

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Playbike, quick, clean, light. Low trail miles, long travel forks, Boge rear. Stored one year. Must sell. \$399/offer/trade. (213) 349-2625. (2/2x)

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Engine built & tuned by Mack Kambayashi. Trick pipes, strengthened frame, Vesco fairing, seat & swingarm, Fontana light weight rear brake, disc front brake, Goodyears, very fast & reliable. Mike Clarke (213) 861-2502. (2)

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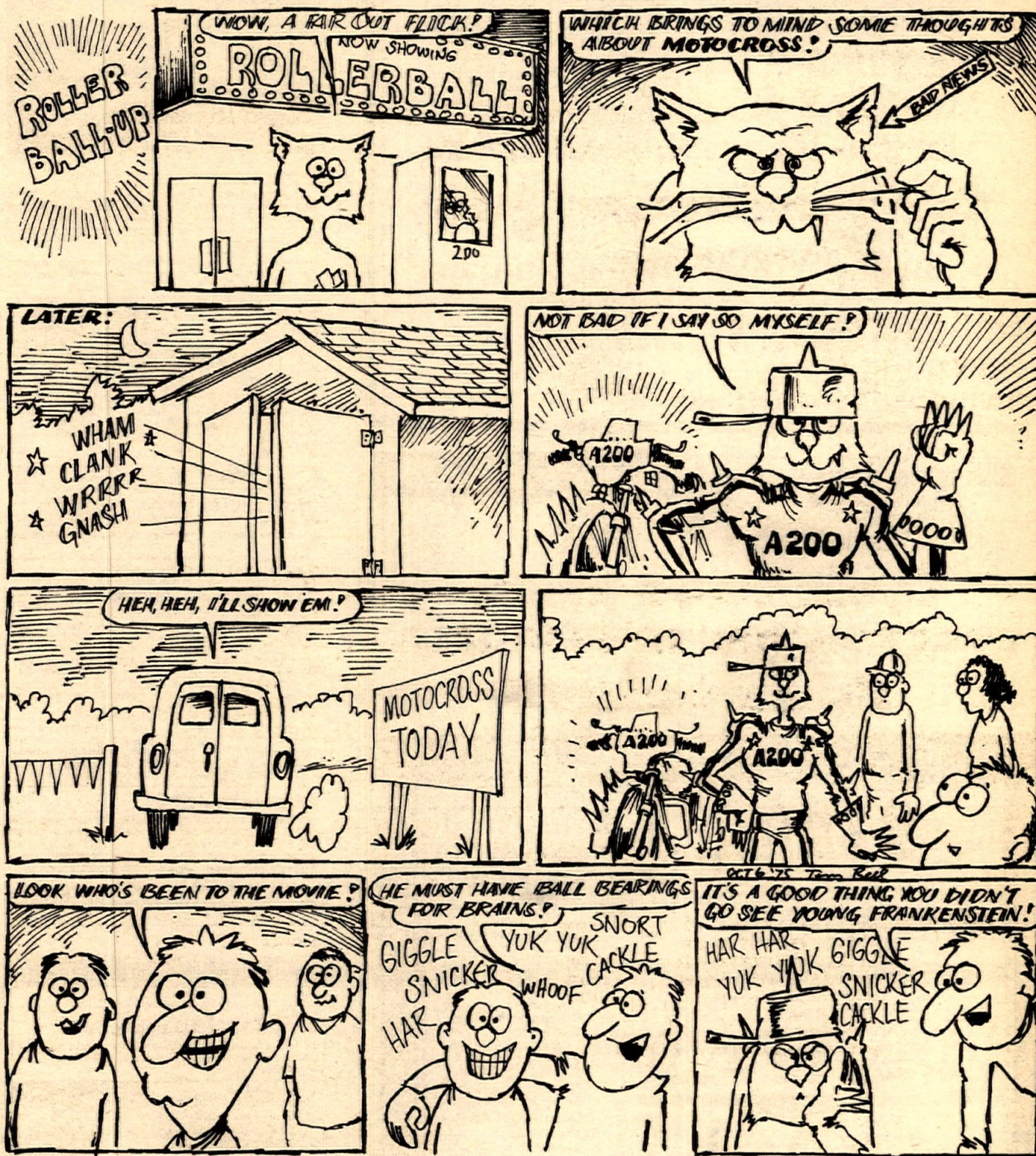
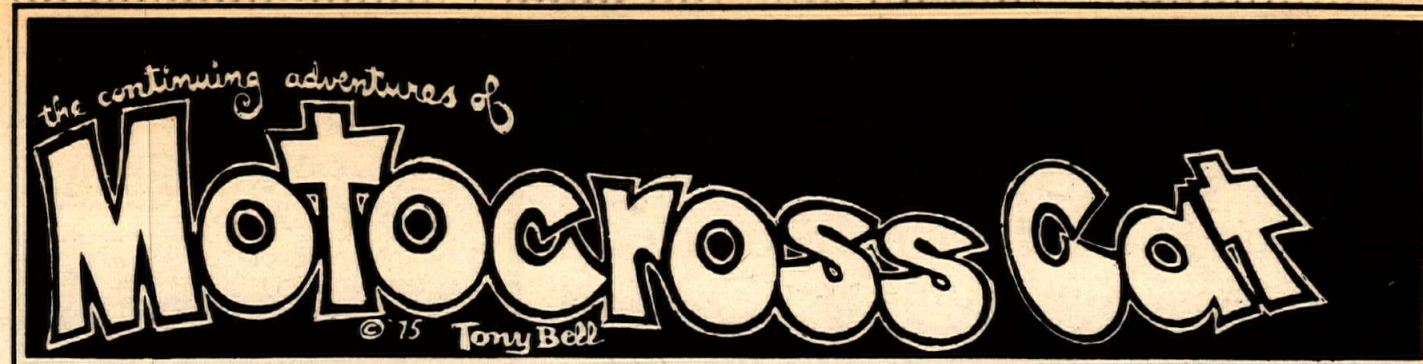
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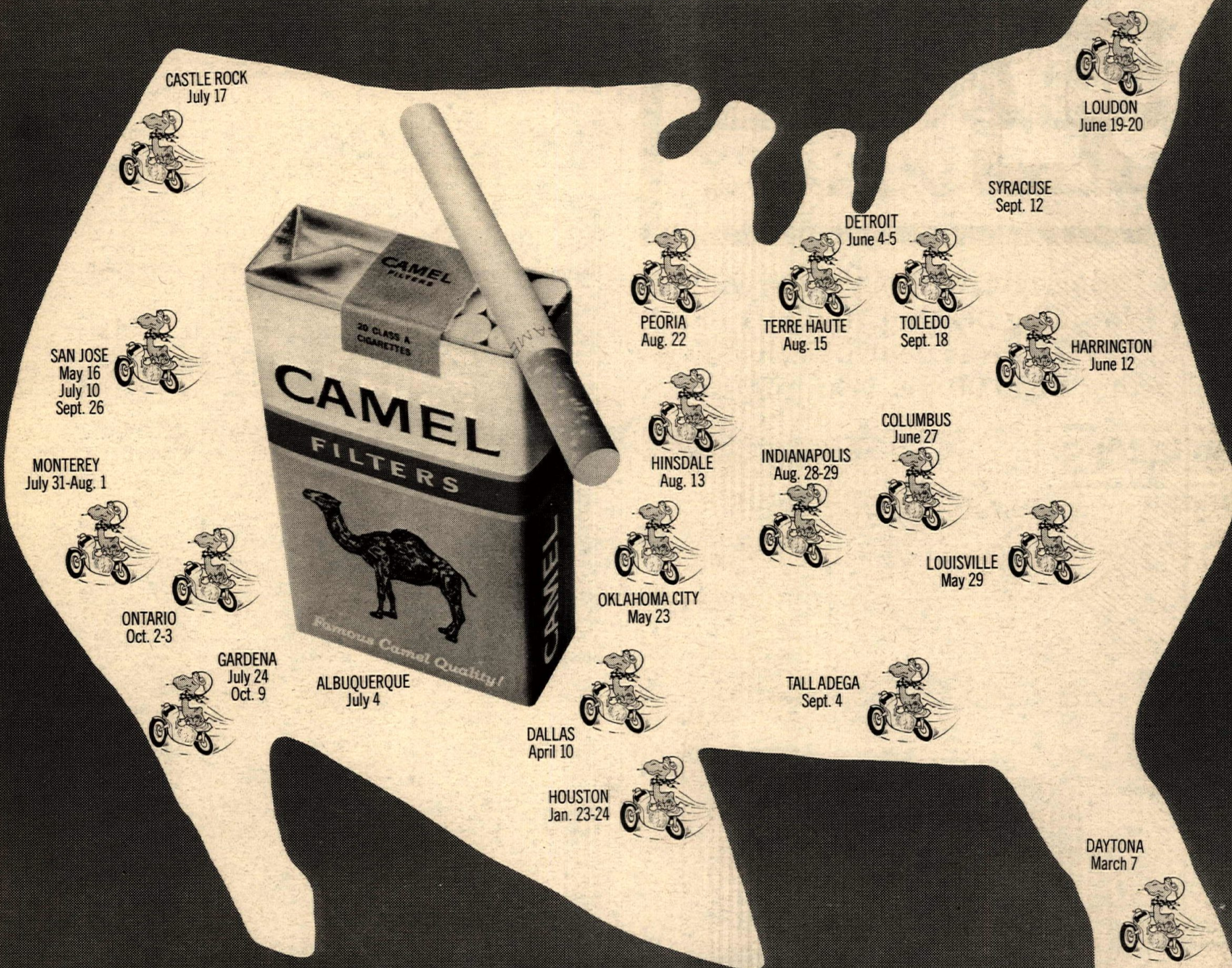
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